

THE NATIONAL ARCHIVES
LITTERA SCRIPTA MANET
FEDERAL REGISTER
OF THE UNITED STATES
VOLUME 21 1934 NUMBER 168

Washington, Wednesday, August 29, 1956

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter 1—Civil Service Commission

PART 11—SPECIAL TRANSITIONAL AUTHORITIES

CONVERSION OF CAREER-CONDITIONAL TO CAREER APPOINTMENTS

Section 11.302 is amended as set out below.

§ 11.302 *Conversion of career-conditional to career appointments.* The career-conditional appointment of any employee entitled to veteran preference who has a compensable service-connected disability of ten percent or more may be converted to a career appointment if, not later than December 31, 1957, the agency in which he is employed so recommends and certifies to the Commission that he has satisfactorily completed a one-year probationary period.

(R. S. 1753; sec. 2, 22 Stat. 403, as amended; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56-6949; Filed, Aug. 28, 1956; 8:50 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

Subchapter C—Export Programs

PART 481—WHEAT AND WHEAT-FLOUR EXPORT PAYMENT PROGRAM (IWA)

SUBPART—TERMS AND CONDITIONS OF 1956-57 PROGRAM

MISCELLANEOUS AMENDMENTS

Whereas the Terms and Conditions of the 1956-57 Wheat and Wheat-Flour Export Payment Program (21 F. R. 4645) were issued on June 21, 1956, by the Secretary of Agriculture pursuant to authority contained in section 32, Public Law 320, 74th Congress, as amended,

and whereas subsequent thereto on August 3, 1956, the International Wheat Agreement Act was amended authorizing the President, acting through CCC, to carry out the functions set forth in said Terms and Conditions in connection with the renewed International Wheat Agreement, it has therefore been deemed advisable to amend the Terms and Conditions in order to enable CCC to carry out said functions. Accordingly, the Terms and Conditions of the 1956-57 Wheat and Wheat-Flour Export Payment Program (21 F. R. 4645) issued on June 21, 1956, are amended as follows:

The authority is amended by deleting "Sec. 32, 49 Stat. 774, as amended; 7 U. S. C. Sec. 612C" and substituting therefor "Sec. 2, 63 Stat. 945, 946, Sec. 104, 64 Stat. 198, 67 Stat. 358; 70 Stat. 966; 7 U. S. C. 1641, 1642."

Section 481.725 is amended by deleting "Section 32, Public Law 320, 74th Congress, as amended", and substituting therefor "Section 2 of the International Wheat Agreement Act of 1949, as amended".

Section 481.731 is amended to extend from December 31, 1956 until July 31, 1957, the period during which sales may be entered into for recording against the 1956-57 Wheat Agreement guaranteed quantities to be eligible for payment under the offer. Also, wherever the terms, "Secretary" and "Administrator" appear in §§ 481.725 to 481.789, inclusive, they are amended to make such terms mean "CCC" and "Vice President, CCC", respectively.

This amendment shall become effective on August 24, 1956, at 3:31 p. m., e. d. t., with respect to sales confirmed thereafter in accordance with § 481.743.

(Sec. 2, 63 Stat. 945, 946, Sec. 104, 64 Stat. 198, 67 Stat. 358; 70 Stat. 966; 7 U. S. C. 1641, 1642)

Issued this 24th day of August 1956.

[SEAL] R. E. MOODY,
Acting Vice President,
Commodity Credit Corporation.
WALTER C. BERGER,
Acting Administrator,
Commodity Stabilization Service.

[F. R. Doc. 56-6956; Filed, Aug. 28, 1956; 8:52 a. m.]

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Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Federal Register Division, National Archives and Records Service, General Services Administration, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U. S. C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

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1956-57 Edition

(Revised through June 1)

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TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

PART 20—PILOT AND INSTRUCTOR
CERTIFICATES

REVISION OF PART

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 23d day of August 1956.

Experience under the provisions of currently effective Part 20 of the Civil Air Regulations, which establishes the requirements for the issuance of student, private, and commercial pilot certificates, and for aircraft, instrument, and instructor ratings, has shown the need for a revision of the part in order to identify more easily the applicable sections, clarify the intent of certain of the regulations, revise the age, knowledge, experience, and skill requirements, and delete those provisions which impose unnecessary burdens.

In order to make Part 20 more serviceable and to clarify its certification provisions, the requirements have been divided into subparts so as to include all of the requirements for the issuance of student, private, and commercial pilot certificates with an airplane rating under a single heading. A similar organization has been accomplished for the rotorcraft and glider rating requirements.

The following changes and additions have been incorporated in the certification and rating requirements:

1. *General.* (a) The present private, commercial, and instructor "ratings" have been changed to private, commercial, and instructor "certificates" to conform more closely with common usage.

(b) Since Part 20 no longer contains any citizenship requirements, the provisions which limit the duration of certificates to 12 months for non-citizens have been deleted.

(c) In 1945 the new photographically reproduced type of pilot certificate was introduced and the regulations were

amended to provide for the expiration of all pilot certificates issued between January 1, 1942, and July 1, 1945, and the exchange of these certificates at any time prior to July 1, 1947, without any further showing of competence. This section was amended in 1947 extending the exchange privilege indefinitely. As ample time has been allowed for the exchange of those certificates which expired in 1947, this section is deleted from the revision and none of these certificates will be exchanged after the effective date of this revision.

(d) The identification card requirement contained in present Part 20 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years experience with the issuance of identification cards, it is now evident that they have served no useful purpose in the past and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it has been deleted from this revision. All persons who commented on this requirement in Draft Release No. 55-12 were emphatically of the view that it should be rescinded and the record appears clearly to support this view.

(e) Draft Release No. 55-12 proposed to delete the minimum age requirements for student pilot applicants. Significant objection to authorizing children to operate aircraft in solo flights was offered by several of those who commented on this item. Consequently, the present minimum student pilot ages of 16 years for powered aircraft and 14 years for gliders are continued.

(f) The draft release proposed to require parental consent only for those students younger than the currently prescribed minimum ages for student pilot applicants. Considerable adverse comment was received to this proposal. The principal objections called attention to the financial responsibility of parents for property damage or personal injury which might result from any activity in which minor children are engaged. Upon reconsidering this matter, it was decided that the present parental consent requirement for all student pilot applicants under 21 years of age would be continued.

2. *Student pilot certificates; airplane rating.* (a) The draft release proposed that a student receive a demonstration of straight flight and turns solely by reference to instruments before he is authorized to make solo flights. The comment was overwhelmingly opposed to this proposal. Since the publication of the draft release, the Board has received other recommendations concerning requirements for instrument flight instruction for student, private, and commercial pilots. It is apparent that these recommendations involve conflicting views with respect to the importance of instrument flight instruction for such pilots, the type of instruction needed, and the degree of competence to be

sought. In view of the obvious controversy surrounding this matter, the Board has decided that further study is required. Consequently, the proposal for instrument flight demonstration is being deferred and will be the subject of separate rule making, proposals concerning which will be circulated at a later date.

(b) The draft release proposed to require instruction in recovery from spins along with other maneuvers in which the student must receive instruction before being authorized to make solo flights. A spin requirement had previously been included in the skill tests for both private and commercial pilots but was eliminated in 1949. In view of the unfavorable comment on this proposal and considering the suggestions that greater emphasis on the recognition of and recovery from stalls would contribute more effectively to safety, this proposal has been omitted.

(c) To insure that the student pilot has received instruction in all the prescribed procedures and techniques prior to solo flight, the flight instructor will be required to endorse the student's logbook for each instruction flight.

3. *Private pilot certificates; airplane rating.* (a) In lieu of requiring a minimum number of hours of dual instruction, the rule has been amended to specify the particular procedures and maneuvers in which the student must receive instruction. However, 3 hours of dual instruction after the first solo cross-country flight have been included with the expectation that this instruction will tend to correct any bad flying habits which the student might develop between the time of his first solo cross-country flight and his final flight test.

(b) The draft release proposed to modify the flight test to consist of basic airwork and the satisfactory completion of the principal steps in making a cross-country flight. This change was proposed in order to make it possible to complete the test on a single flight and still provide the examiner with a satisfactory basis for judging the applicant's aeronautical skill. The Board is of the view that such a change is required, however, due to the suggestions received and the Board's intention to reconsider the tests for other grades of certificates as well, it has been decided to continue the present skill requirements pending further refinement of the substitute rules. A separate notice of proposed rule making in this matter will be circulated in the near future.

4. *Commercial pilot certificates; airplane rating.* (a) The experience requirements are modified by requiring 50 hours of cross-country time as pilot in command. Present regulations do not require dual instruction time for a commercial pilot certificate, but 10 hours required dual instruction time has been included in this revision to make more certain that the applicant possesses a satisfactory level of competence for the certificate.

(b) Night flight experience requirements have been deleted in this revision, but will be considered in connection with a project under way for evaluation of instrument flight experience require-

ments for both commercial and private pilots. Until action is taken with respect to this study, an applicant issued a commercial pilot certificate shall be limited in his night flying activity by the recent experience provisions of Part 43.

(c) In the skill tests proposed in the draft release, the acrobatic-type maneuvers were deleted and a cross-country flight similar to the one now required in the private pilot flight test was added. However, further consideration indicated that the proposed test did not differentiate sufficiently between the private and commercial requirements nor did it reflect the skill required of the commercial pilot in the performance of those privileges which he is authorized to exercise. Consequently, the skill test for the commercial pilot will be re-evaluated together with the test for the private pilot to align them more closely with the privileges of each certificate. In the meantime, the present skill requirements are being continued.

5. *Pilot certificates; rotorcraft.* Due to the many improvements in rotorcraft since the present regulations were adopted, piloting techniques have changed correspondingly; hence, virtually all of the flight experience requirements are new. New skill requirements were proposed in the draft release for the rotorcraft pilot but the present ones are being continued with the understanding that new skill tests will be developed in conjunction with the consideration of new tests for pilots with airplane ratings.

6. *Pilot certificates; gliders.* Experience requirements for the private glider certificate have been modified to allow three methods for meeting the required flight time—100 glider flights, 10 hours of flight time, or 3 hours in light airplanes and 7 hours in gliders. The skill requirements for glider pilots contained in the draft release were substantively the same as those in the present regulations and no adverse comment was received. The proposed experience requirements are included in this revision with the addition of certain alternative experience provisions which have been suggested by interested persons.

7. *Special issuance of pilot certificates.* (a) The present regulations give the graduate of an approved flying school full credit for having met the aeronautical experience requirements. The draft release proposed to give the graduate credit for having met the knowledge and skill requirements also. However, comment in opposition to the extension of this credit indicated that the present level of training in approved schools is not always of sufficient caliber to warrant the proposed additional privileges. Consequently, the provisions of the draft release have been modified to authorize the Administrator to recognize the written examinations and flight tests of those schools in which the examination and tests are found by him to be the equivalent of those prescribed in Part 20, and at the same time, retain the provisions which give credit for aeronautical experience gained in a certificated flying school.

(b) The eligibility of members of the various branches of the armed forces for the issuance of pilot certificates on the basis of military competence has been expanded to include the National Guard and the Coast Guard and their reserve components.

(c) In consideration of the high standards of competence set by the military for the issuance of a military instrument certificate, a private or commercial pilot holding a currently effective military instrument certificate may be issued a civilian instrument rating if he meets the other requirements for the issuance of such rating.

(d) The revised regulation will permit the Administrator to credit an applicant, who possesses a foreign pilot certificate, with satisfactory completion of certain required examinations and tests when he finds that the corresponding foreign examinations and tests previously accomplished by such applicant are at least the equivalent of those prescribed pursuant to this part.

8. *Instrument ratings.* In lieu of a specified number of flight hours to satisfy the experience requirements for this rating, an applicant must either hold a commercial pilot certificate, or hold a private pilot certificate and meet the aeronautical experience requirements for the issuance of a commercial pilot certificate. However, a requirement for 10 hours of instrument flight instruction by a rated instrument flight instructor has been added in the belief that this will better insure meeting at least a minimum level of competence on the part of applicants for instrument ratings.

9. *Flight instructor certificates.* (a) The draft release proposed to change the flight instructor rating to a flight instructor certificate and to introduce a new junior flight instructor certificate that would be temporary in nature and enable the CAA to judge the competence of an applicant for a permanent flight instructor certificate by the proficiency of the students he had instructed. The comment was generally in favor of introducing the probationary type of certificate but serious objection to the word "junior" was indicated. The concept of the junior instructor certificate is retained in the revision with the name changed to "limited" flight instructor certificate which is considered to be a more appropriate term. The holder of this limited certificate must either qualify for a regular flight instructor certificate within 2 years or have his certificate renewed. In addition, he must have all of his students examined by a CAA Aviation Safety Agent rather than by a designated flight examiner.

(b) The issuance of the regular flight instructor certificate is based on the instruction record of the limited flight instructor rather than on the basis of a flight test as has been done in the past. In addition to aircraft category ratings for the flight instructor, a new instrument flight instructor rating has been added. A pilot with an instrument rating may secure a flight instructor certificate with an instrument instructor rating by demonstrating that he is competent

to give instructions in instrument flying; he will not be required to comply with the general flight instructor provisions.

(c) In line with the general policy of giving the flight instructor more responsibility for preparing students for appropriate certificates and ratings, he will be required to keep a record of each instruction flight.

(d) The present flight instructor rating may be exchanged for a regular flight instructor certificate without further showing of competence.

Interested persons have been afforded an opportunity to participate in the revision of this part (20 F. R. 3028), and due consideration has been given to all relevant matter presented. Since persons affected by the provisions of this revised part need not comply until more than 30 days after it has become effective, it may be made effective immediately.

In consideration of the foregoing, the Civil Aeronautics Board hereby revises Part 20 of the Civil Air Regulations (14 CFR Part 20) as follows, effective August 23, 1956:

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Authority: §§ 20.1 to 20.138 issued under sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 601, 602, 608-610, 52 Stat. 1007, 1008, 1011, 1012, as amended; 49 U. S. C. 551, 552, 558-560.

SUBPART A—GENERAL

APPLICABILITY AND DEFINITIONS

§ 20.1 *Applicability of this part.* This part prescribes standards for the issuance of student, private, and commercial pilot and flight instructor certificates and aircraft and instrument ratings. Regulations for the issuance of airline transport and lighter-than-air pilot certificates are specified in Parts 21 and 22, respectively, of this subchapter.

§ 20.2 *Optional compliance.* In lieu of compliance with the provisions of this part, the Administrator, prior to March 1, 1957, shall issue certificates and ratings, on request, in accordance with the provisions of this part that were effective immediately prior to the effective date of this revision.

§ 20.5 *Definitions.* As used in this part terms shall be defined as follows:

Actual instrument flight time. Actual instrument flight time is flight time during which the pilot is operating an aircraft solely by reference to instruments under actual instrument weather conditions.

Aircraft. An aircraft is any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air.

Airplane. An airplane is a power-driven fixed-wing aircraft, heavier than air, which is supported by the dynamic reaction of the air against its wings.

Calendar month. A calendar month is that period of time extending from the first day of any month as delineated by the calendar through the last day thereof.

NOTE: A period of 12 calendar months would extend from any day within any month to the end of the last day of the same month of the following year.

Category (of aircraft). A category is a broad classification of aircraft with distinct configuration and operating characteristics such as airplane, rotorcraft, or glider.

Class (of aircraft). A class is a classification of aircraft within a category differentiating between single-engine and multiengine and land and water configurations.

Day VFR flight time. Day VFR flight time is that flight time acquired under visual flight rules between the beginning of morning civil twilight and the ending of evening civil twilight, as published in the "American Air Almanac" converted to local time for the locality concerned.

Dual instruction time. Dual instruction time is that portion of flight time during which a person is receiving flight instruction from a certificated flight instructor on board the aircraft.

Flight instruction time. Flight instruction time is that portion of a flight during which a person is receiving flight instruction from a certificated pilot authorized by the Civil Air Regulations to give flight instruction.

Flight instructor. A flight instructor is a certificated pilot authorized by the Civil Air Regulations to give flight instruction.

Flight time. Flight time is the total time from the moment the aircraft first moves under its own power for the purpose of flight until the moment it comes to rest at the end of the flight.

Glider. A glider is a heavier-than-air aircraft the free flight of which does not depend principally upon a power-generating unit.

Instrument time. Instrument time is that time during which a pilot is operating an aircraft under actual or simulated instrument flight conditions solely by reference to instruments, or time acquired in a synthetic trainer approved for instrument flight training.

Night VFR flight time. Night VFR flight time is that flight time acquired under visual flight rules between the ending of evening civil twilight and the beginning of morning civil twilight, as

published in the "American Air Almanac" converted to local time for the locality concerned.

Pilot in command. A pilot in command is the pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

Rotorcraft. A rotorcraft is a power-driven aircraft, heavier than air, which is supported during flight by one or more rotors.

Second pilot. A second pilot is a certificated pilot serving in any piloting capacity other than as pilot in command on an aircraft equipped with dual controls.

Simulated instrument flight time. Simulated instrument flight time is flight time during which the pilot is operating an aircraft solely by reference to instruments under simulated instrument flight conditions.

Solo flight time. Solo flight time is flight time during which the pilot is the sole occupant of the aircraft.

Synthetic trainer. A synthetic trainer is a device the use of which is approved by the Administrator to simulate certain operating conditions.

Type (of aircraft). Type is a specific classification of aircraft having the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

GENERAL

§ 20.10 *Application and issuance.* (a) An application for a pilot certificate or any rating shall be made on a form furnished by the Administrator.

(b) A student, private, or commercial pilot or flight instructor certificate with appropriate aircraft ratings shall be issued by the Administrator to an applicant who meets the applicable requirements. Additional aircraft category, class, and type, and instrument ratings for which an applicant has been found qualified shall be issued in connection with a pilot or flight instructor certificate. A pilot certificate with appropriate limitations shall be issued to an applicant who cannot comply with all the prescribed skill requirements due to the special characteristics of the aircraft used in the flight test if he meets all other requirements for the issuance of the certificate sought.

(c) An applicant for a pilot certificate who presents a medical certificate issued under the physical-deficiencies provision of Part 29 of this subchapter and meets all other requirements for the issuance of the certificate sought shall be issued a pilot certificate containing such operating limitations as the Administrator may find are commensurate with the physical deficiencies entered on his medical certificate.

(d) The prescribed examinations and tests shall be given by a person designated by the Administrator.

§ 20.11 *Duration of certificates.* (a) Student pilot and limited flight instructor certificates shall expire 24 calendar months after the date of issuance.

(b) Private and commercial pilot and flight instructor certificates shall remain

in effect until surrendered, suspended, or revoked, or until a general termination date is set by the Board.

(c) A temporary pilot certificate effective for a period not to exceed 90 days may be granted to an applicant pending issuance of the certificate or rating sought.

§ 20.12 Citizenship. An applicant for a pilot or flight instructor certificate may be a citizen of any country or a person without nationality.

§ 20.13 Re-examination after failure. An applicant who fails to pass any theoretical or practical examination may re-apply after the expiration of 30 days or upon presenting a statement from a rated flight or ground instructor, as applicable, certifying that he has given the student additional instruction and now deems him competent to pass the examination.

§ 20.14 Prerequisites for examinations and tests. (a) To be eligible to take a flight test for a pilot or flight instructor certificate or aircraft or instrument rating, the applicant shall meet the following requirements:

- (1) He must have passed the prescribed written examination within the preceding 24 calendar months;
- (2) He must have acquired the prescribed aeronautical experience; and
- (3) He must hold a valid medical certificate appropriate to the certificate or rating sought.

(b) There are no prerequisites for taking the written or physical examinations.

§ 20.15 Aircraft used in flight tests. The applicant shall furnish a certificated aircraft equipped with fully functioning dual controls for all flight tests except those for which the Administrator determines that fully functioning dual controls are not necessary.

§ 20.16 Logging of flight time. All flight time used to meet the experience requirements for any pilot certificate, rating, or operating privilege shall be substantiated by a reliable record but the logging of other flight time is not required. Such record shall include the following information:

- (a) General. (1) Date,
- (2) Duration,
- (3) Cross-country distance and destination,
- (4) Type of aircraft, and
- (5) Identification mark of the aircraft.
- (b) Type of piloting time. (1) Pilot-in-command,
- (2) Second pilot,
- (3) Dual instruction, including the procedures and maneuvers, or
- (4) Synthetic trainer.
- (c) Conditions of flight. (1) Day VFR,
- (2) Night VFR,
- (3) Actual instrument flight, or
- (4) Simulated instrument flight.

§ 20.17 Change of address. Within 30 days after any change in the permanent mailing address of the holder of a pilot certificate, he shall notify the Administrator in writing of his new address. This notice shall be mailed to the Administrator of Civil Aeronautics, attention Airman Records Branch, Washington 25, D. C.

SUBPART B—PILOT CERTIFICATES; AIRPLANE RATING

STUDENT

§ 20.20 Age. An applicant shall be at least 16 years of age. If an applicant is less than 21 years of age and is not a regular or reserve member of the armed forces of the United States or enrolled in an established ROTC or other training program of such armed forces at the time of making application, he shall submit with his application the written consent of either parent or of his legal or natural guardian.

§ 20.21 Education. An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his student pilot certificate.

§ 20.22 Physical standards. An applicant shall hold at least a valid third class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

§ 20.23 Requirements for solo flight. A student pilot shall not operate an airplane in solo flight until:

(a) He is familiar with the general and visual flight rules of Part 60 of this subchapter;

(b) He has received dual instruction in such preparatory and flight procedures as preflight inspection, starting, warming up, operating, and stopping the engine; taxiing, take-offs, landings, and parking; traffic pattern procedures; level flight, turns, climbs, and glides; and stalls and emergency landings; and

(c) His student certificate has been endorsed by an appropriately rated flight instructor who has examined him and found him to have complied with the provisions of paragraphs (a) and (b) of this section and otherwise to be competent to make solo flights.

§ 20.24 Flight area limitations. A student pilot shall not operate an airplane in solo flight outside of a local area designated by his flight instructor until:

(a) He is familiar with such flight planning elements as plotting courses, estimating time en route and fuel required, and obtaining and evaluating weather reports;

(b) He has received dual instruction in crosswind and simulated soft-field take-offs and landings; climbing and gliding turns at minimum safe speeds; cross-country navigation by reference to aeronautical charts; conforming with air traffic control instructions furnished by radio or lights, as appropriate; and safe operating practices in simulated emergencies which might occur due to engine failure, loss of flying speed, deteriorating weather, getting lost, and similar critical situations; and

(c) His student pilot certificate has been endorsed by an appropriately rated flight instructor who has found him to have complied with paragraphs (a) and (b) of this section and otherwise to be competent to make solo cross-country flights.

§ 20.25 Airplane type limitations. A student pilot shall operate in solo flight

only those types of airplanes that have been endorsed on his student pilot certificate by an appropriately rated flight instructor.

PRIVATE

§ 20.30 Age. An applicant shall be at least 17 years of age.

§ 20.31 Education. An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his pilot certificate.

§ 20.32 Physical standards. An applicant shall hold at least a valid third class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

§ 20.33 Aeronautical knowledge. An applicant shall pass an examination on the following:

(a) The Civil Air Regulations governing private pilot privileges and limitations, and general operating, air traffic, and accident reporting rules;

(b) The practical aspects of cross-country flying, including flight planning, map reading, pilotage, and radio communication procedures;

(c) The recognition of dangerous weather conditions and the evaluation of weather reports; and

(d) General safety practices in the operation of airplanes.

§ 20.34 Aeronautical experience. An applicant shall present his student pilot certificate appropriately endorsed for solo and cross-country flights and meet each of the following minimum flight experience requirements:

(a) 40 hours total flight time;

(b) 20 hours of solo flight time at least 15 of which shall have been in airplanes;

(c) 10 hours of solo cross-country flight time. Each solo cross-country flight shall include a landing at a point more than 25 miles from the point of departure and at least one flight shall include a landing at a point more than 100 miles from the point of departure; and

(d) 3 hours of dual instruction after the first solo cross-country flight which shall include a review of the procedures and maneuvers previously learned and additional instruction in preparation for the private pilot flight test.

§ 20.35 Aeronautical skill. An applicant shall satisfactorily accomplish a practical examination with respect to the following procedures and maneuvers:

(a) Preflight inspection, starting, taxiing, and run-up check of the airplane before take-off;

(b) Planning of a cross-country flight to a specified destination, reckoning with weather conditions, fuel requirements, check points, estimated time of arrival, and available alternate airports, and accomplishing such portion of the planned flight, including change of course to an alternate airport, as is necessary to demonstrate proficiency in cross-country flying;

(c) Straight and level flight, left and right medium banked turns, left and right climbing and gliding turns at normal and at minimum controllable speeds, and recovery from power-on and power-

off stalls entered from all normally anticipated flight attitudes;

(d) Turns while maintaining a constant radius, or track, around a point, or area, including a 720° turn in each direction in a banked attitude of more than 45°;

(e) Normal and cross-wind take-offs and landings following appropriate traffic control procedures of the airport involved, using power, flaps, and slips at the applicant's discretion for assistance in landing; and

(f) Simulated emergencies, including one short or soft-field take-off, and one landing, if in single-engine aircraft, with engine throttled and using flaps, slips, or both, for assistance; or, if in multiengine aircraft, in accordance with proper engine-out procedure.

COMMERCIAL

§ 20.40 *Age*. An applicant shall be at least 18 years of age.

§ 20.41 *Education*. An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his pilot certificate.

§ 20.42 *Physical standards*. An applicant shall hold at least a valid second class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

§ 20.43 *Aeronautical knowledge*. An applicant shall pass a written examination based on the following:

(a) Meteorology, including the recognition of basic weather conditions and trends, and the acquisition and use of weather information disseminated by the U. S. Weather Bureau;

(b) Navigation, including pilotage, dead reckoning, and the use of instruments and radio aids to air navigation;

(c) Principles of safe flight operations, including theory of flight and the operation and maintenance of airplanes and general safety practices and procedures for coping with emergencies and critical situations; and

(d) Civil Air Regulations pertaining to the privileges and limitations of a commercial pilot and the general operating, air traffic, and accident reporting rules.

§ 20.44 *Aeronautical experience*. An applicant shall have acquired at least 200 hours of flight time and meet each of the following minimum flight experience requirements:

(a) 100 hours in powered aircraft which shall include 50 hours in airplanes of which at least 15 hours shall have been solo;

(b) 100 hours as pilot in command, of which 50 hours shall have been cross-country and shall include one round-trip flight of not less than 350 miles in the course of which 3 full-stop landings were made at different points, one of which was at least 150 miles away from the point of departure;

(c) 10 hours of dual instruction in airplanes in preparation for the commercial pilot flight test; and

(d) 10 hours of instrument flight experience which shall include not less than 5 hours of instrument flight instruction given by an instrument flight

instructor; the remaining 5 hours may be acquired in flight under simulated instrument conditions accompanied by a safety pilot or in a synthetic trainer approved for instrument flight training: *Provided*, That an applicant who does not meet the instrument flight experience requirements of this paragraph but does meet the other requirements may be issued a commercial pilot certificate in which event the Administrator shall appropriately endorse such certificate to show that the holder thereof does not meet the instrument flight experience requirements. At such time as the holder of a certificate so endorsed submits reliable documentary evidence to the Administrator that he has met such instrument flight experience requirements, he shall be reissued a certificate without such endorsement.

§ 20.45 *Aeronautical skill*. An applicant shall competently perform the following maneuvers:

(a) A series of 3 landings from an altitude not to exceed 1,000 feet with engine throttled and a 180° change in direction, the aircraft touching the ground in normal landing attitude beyond and within 200 feet of a designated line or point. At least one landing shall be accomplished from a forward slip;

(b) A spiral in each direction of not less than 3 full turns in a banked attitude of not less than 60°, with engine throttled;

(c) 3 shallow on-pylon figure eights, 3 steep on-pylon figure eights, and one 720° power turn in each direction in a banked attitude of at least 60°. During each of these maneuvers the total variation in altitude shall not exceed 100 feet; and

(d) Straight climbs, climbing turns, slips, maneuvers at minimum controllable speeds, and emergency maneuvers such as simulated forced landings and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

SUBPART C—PILOT CERTIFICATES; ROTORCRAFT RATING

STUDENT

§ 20.50 *Age*. An applicant shall be at least 16 years of age. If an applicant is less than 21 years of age and is not a regular or reserve member of the armed forces of the United States or enrolled in an established ROTC or other training program of such armed forces at the time of making application, he shall submit with his application the written consent of either parent or of his legal or natural guardian.

§ 20.51 *Education*. An applicant shall be able to read, speak, and understand the English language, and an appropriate operation limitation shall be placed on his student pilot certificate.

§ 20.52 *Physical standards*. An applicant shall hold at least a valid third class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

§ 20.53 *Requirements for solo flight*. A student pilot shall not operate a rotorcraft in solo flight until:

(a) He is familiar with the general and visual flight rules of Part 60 of this subchapter;

(b) He has received dual instruction in such preparatory and flight procedures as preflight inspection, starting, warming up, operating, and stopping the engine; taxiing, take-offs, hovering, landing, and parking; traffic pattern procedures; and emergency procedures, including engine failure; and

(c) His student certificate has been endorsed by an appropriately rated flight instructor who has examined him and found him to have complied with the provisions of paragraphs (a) and (b) of this section and otherwise to be competent to make solo flights.

§ 20.54 *Flight area limitations*. A student pilot shall not operate a rotorcraft in solo flight outside of a local area designated by his flight instructor until:

(a) He is familiar with such flight planning elements as plotting courses, estimating time en route and fuel required, and obtaining and evaluating weather reports;

(b) He has received dual instruction in pilotage by reference to aeronautical charts; conforming with air traffic control instructions furnished by radio or lights, as appropriate; and safe operating practices in simulated emergencies which might occur due to engine failure, deteriorating weather, getting lost, and similar critical situations; and

(c) His student pilot certificate has been endorsed by an appropriately rated flight instructor who has found him to have complied with paragraphs (a) and (b) of this section and otherwise to be competent to make solo cross-country flights.

PRIVATE

§ 20.60 *Age*. An applicant shall be at least 17 years of age.

§ 20.61 *Education*. An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his pilot certificate.

§ 20.62 *Physical standards*. An applicant shall hold at least a valid third class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

§ 20.63 *Aeronautical knowledge*. An applicant shall pass an examination on the following:

(a) The Civil Air Regulations governing private pilot privileges and limitations, and general operating, air traffic, and accident reporting rules;

(b) The practical aspects of cross-country flying, including flight planning, map reading, pilotage, and radio communication procedures;

(c) The recognition of dangerous weather conditions and the evaluation of weather reports; and

(d) General safety practices in the operation of rotorcraft.

§ 20.64 *Aeronautical experience*. An applicant shall present his student pilot certificate appropriately endorsed for solo and cross-country flights and meet each of the following minimum flight experience requirements:

- (a) 40 hours total flight time;
- (b) 15 hours of solo flight time in rotorcraft; and
- (c) 3 hours of solo cross-country flying which shall include a landing at an airport more than 25 miles from the point of departure.

§ 20.65 *Aeronautical skill.* An applicant shall satisfactorily accomplish a practical examination with respect to the maneuvers prescribed by the Administrator appropriate to the type of rotorcraft used.

COMMERCIAL

§ 20.70 *Age.* An applicant shall be at least 18 years of age.

§ 20.71 *Education.* An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his pilot certificate.

§ 20.72 *Physical standards.* An applicant shall hold at least a valid second class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

§ 20.73 *Aeronautical knowledge.* An applicant shall pass a written examination based on the following:

- (a) Meteorology, including the recognition of basic weather conditions and trends, and the acquisition and use of weather information disseminated by the U. S. Weather Bureau;
- (b) Navigation, including pilotage, dead reckoning, and the use of instruments and radio aids to air navigation;
- (c) Principles of safe flight operations, including theory of flight and the operation and maintenance of rotorcraft and general safety practices and procedures for coping with emergencies and critical situations; and
- (d) Civil Air Regulations pertaining to the privileges and limitations of a commercial pilot and the general operating, air traffic, and accident reporting rules.

§ 20.74 *Aeronautical experience.* An applicant shall have acquired at least 150 hours of flight time and meet each of the following minimum flight experience requirements:

- (a) 100 hours in powered aircraft which shall include 50 hours in rotorcraft of which at least 15 hours shall have been solo;
- (b) 100 hours as pilot in command, of which 20 hours shall have been cross-country; and
- (c) 10 hours of dual instruction in rotorcraft in preparation for the commercial pilot flight test.

§ 20.75 *Aeronautical skill.* An applicant shall competently perform the procedures and maneuvers prescribed by the Administrator appropriate to the type of rotorcraft used.

SUBPART D—PILOT CERTIFICATES; GLIDER RATING STUDENT

§ 20.80 *Age.* An applicant shall be at least 14 years of age. If an applicant is less than 21 years of age and is not a regular or reserve member of the armed forces of the United States or enrolled in

an established ROTC or other training program of such armed forces at the time of making application, he shall submit with his application the written consent of either parent or of his legal or natural guardian.

§ 20.81 *Education.* An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his student pilot certificate.

§ 20.82 *Physical standards.* An applicant shall certify that he has no known physical defect which renders him incompetent to pilot a glider.

§ 20.83 *Requirements for solo flight.* A student pilot shall not operate a glider in solo flight until:

- (a) He is familiar with the general and visual flight rules of Part 60 of this subchapter and the procedure to follow in conducting preflight inspections;
- (b) He has received flight instruction in take-offs, landings, glides, and gliding turns; and recovery from stalls entered from all normally anticipated flight attitudes; and
- (c) His student certificate has been endorsed by an appropriately rated flight instructor who has examined him and found him to have complied with the provisions of paragraphs (a) and (b) of this section and otherwise to be competent to make solo flights.

§ 20.84 *Flight area limitations.* A student pilot shall not operate a glider in solo flight outside of a local area designated by his flight instructor until:

- (a) He is familiar with obtaining and evaluating weather reports;
- (b) He has received flight instruction in cross-country navigation by reference to aeronautical charts; and
- (c) His student pilot certificate has been endorsed by an appropriately rated flight instructor who has found him to have complied with paragraphs (a) and (b) of this section and otherwise to be competent to make solo cross-country flights.

PRIVATE

§ 20.90 *Age.* An applicant shall be at least 16 years of age.

§ 20.91 *Education.* An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his pilot certificate.

§ 20.92 *Physical standards.* An applicant shall certify that he has no known physical defect which renders him incompetent to pilot a glider.

§ 20.93 *Aeronautical knowledge.* An applicant shall pass an examination on the following:

- (a) The Civil Air Regulations governing private pilot privileges and limitations, and general operating, air traffic, and accident reporting rules;
- (b) The practical aspects of cross-country flying;
- (c) The recognition of dangerous weather conditions and the evaluation of weather reports; and
- (d) General safety practices in the operation of gliders.

§ 20.94 *Aeronautical experience.* An applicant shall present his student pilot certificate appropriately endorsed for solo and cross-country flights and meet each of the following minimum flight experience requirements:

- (a) 100 glider flights which shall include 25 flights during each of which a 360° turn was made; or 10 hours of flight time which shall include 50 glider flights or 30 flights if flight training has been accomplished using aero tows; or 3 hours dual instruction in light airplanes directed toward glider training and 7 hours of glider flight time which shall include 50 gliding flights; and
- (b) One hour of flight instruction in recovery from stalls entered from all normally anticipated flight attitudes.

§ 20.95 *Aeronautical skill.* An applicant shall demonstrate a satisfactory level of competence in the following procedures and maneuvers:

- (a) Preparatory flight procedures;
- (b) At least 2 flights, of which one shall include a 360° approach to the left and one a 360° approach to the right, landing each time beyond and within 200 feet of a designated point or line; and
- (c) Recovery from stalls entered from all normally anticipated flight attitudes.

COMMERCIAL

§ 20.100 *Age.* An applicant shall be at least 18 years of age.

§ 20.101 *Education.* An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his pilot certificate.

§ 20.102 *Physical standards.* An applicant shall certify that he has no known physical defect which renders him incompetent to pilot a glider.

§ 20.103 *Aeronautical knowledge.* An applicant shall pass a written examination based on the following:

- (a) Meteorology, including the recognition of basic weather conditions and trends, and the acquisition and use of weather information disseminated by the U. S. Weather Bureau;
- (b) Navigation, including pilotage and the use of navigational instruments;
- (c) Principles of safe flight operations, including theory of flight and the operation and maintenance of gliders; and
- (d) Civil Air Regulations pertaining to the privileges and limitations of a commercial pilot and the general operating, air traffic, and accident reporting rules.

§ 20.104 *Aeronautical experience.* An applicant shall have acquired at least 25 hours flight time and meet the following minimum experience requirements:

- (a) 20 hours flight time in gliders;
- (b) 2 hours of flight instruction in gliders in preparation for the commercial pilot flight test;
- (c) 100 flights in gliders as pilot in command; and
- (d) 25 glider flights with 360° right and left approaches.

§ 20.105 *Aeronautical skill.* An applicant shall demonstrate a satisfactory

level of competence in the following procedures and maneuvers:

- (a) Preparatory flight procedures;
- (b) At least 2 flights, of which one shall include a 360° approach to the left and one a 360° approach to the right, landing each time beyond and within 100 feet of a designated point or line;
- (c) A spiral in each direction of at least 3 full turns in a banked attitude of at least 45°;
- (d) A glider flight when towed by an airplane during climb, and when above, below, and to one side of the slipstream during level flight;
- (e) A glider flight when launched by an automobile or winch; and
- (f) Recovery from stalls entered from all normally anticipated flight attitudes.

SUBPART E—SPECIAL ISSUANCE OF PILOT CERTIFICATES

§ 20.110 *Graduates of certificated flying schools.* (a) A graduate of a certificated flying school shall be deemed to have met the aeronautical experience requirements of this part if he presents an appropriate certificate of graduation within 60 days after his graduation date: *Provided*, That an applicant for an instrument rating or a limited flight instructor certificate shall meet the prescribed aeronautical experience requirements for the issuance of a commercial pilot certificate.

(b) The Administrator may issue a private or commercial pilot or limited flight instructor certificate or an instrument or aircraft rating without further showing of competence to an applicant who has graduated from an approved course of a certificated flying school within the preceding 90 days if the Administrator finds that the aeronautical knowledge and skill requirements of such course are the equivalent of those prescribed in this part.

§ 20.111 *Military competence.*—(a) *Pilot certificates.* An applicant for a private or commercial pilot certificate shall be deemed to have met the requirements for the issuance of such certificate if he passes a written examination on the Civil Air Regulations pertaining to pilot privileges and limitations, general operating, air traffic, and accident reporting rules, and presents reliable evidence that:

(1) He is a member of the armed forces of the United States, the National Guard, or the Coast Guard or any reserve component thereof and either is on solo flying status as a rated pilot or the equivalent, or has been graduated from and rated as a pilot or the equivalent by a military flying school within the preceding 12 months; or

(2) He has been honorably discharged from the armed forces, the National Guard, or the Coast Guard within the preceding 12 months, and was at the time of discharge on solo flying status as a rated pilot or the equivalent: *Provided*, That if he has been honorably discharged for a period longer than 12 months preceding the date of application, he shall be required to meet the prescribed physical standards and pass the appropriate flight test.

(b) *Aircraft category, class, and type ratings.* An applicant for a particular category, class, or type rating who has applied for or holds a pilot certificate issued on the basis of military competence or otherwise shall be issued appropriate ratings upon the presentation of reliable documentary evidence that he has had, within 12 months preceding the date of application, at least 10 hours of flight time as pilot in command in military aircraft of a category, class, or type for which the rating is sought, or has taken a flight test.

(c) *Instrument rating.* An instrument rating shall be issued to a private or commercial pilot who holds a currently effective military instrument rating.

§ 20.112 *Foreign pilot certificates.* (a) An applicant for a pilot certificate who holds a currently effective pilot certificate issued by a foreign government may receive credit for his flight experience and for those examinations and tests, completed in securing his pilot certificate, which the Administrator finds to be at least the equivalent of those required in the Civil Air Regulations for the issuance of a comparable U. S. pilot certificate.

(b) A pilot certificate with appropriate limitations may be issued for a specific purpose to an applicant who is a citizen of a foreign country and holds a currently effective pilot license issued by his government upon submitting to the Administrator reliable evidence of his aeronautical experience and passing an examination on the air traffic rules contained in Part 60 of this subchapter. The Administrator shall limit the duration of the certificate to not more than 90 days and may prescribe such additional limitations as he finds necessary for safety.

SUBPART F—AIRCRAFT AND INSTRUMENT RATINGS

AIRCRAFT RATINGS

§ 20.120 *Aircraft ratings.* Aircraft ratings issued to private and commercial pilots shall be classified as follows:

- (a) *Category ratings.* (1) Airplane.
- (2) Rotorcraft.
- (3) Glider.
- (b) *Class ratings.* (1) Single-engine land.
- (2) Multiengine land.
- (3) Single-engine sea.
- (4) Multiengine sea.
- (c) *Type ratings.* Each type of aircraft having a maximum certificated take-off weight of more than 12,500 pounds.

§ 20.121 *Additional aircraft ratings.* An applicant for an additional aircraft rating subsequent to the original issuance of a private or commercial pilot certificate shall meet the following requirements:

- (a) *Category rating.* An applicant for an additional category rating shall:
 - (1) Meet all the aeronautical experience requirements for the original issuance of his grade of certificate with the category rating sought; and
 - (2) Pass an appropriate flight test.

(b) *Class or type rating.* An applicant for an additional class or type rating shall:

- (1) Have made at least 5 take-offs and landings as pilot in command and sole manipulator of the controls of an aircraft of the class or type for which a rating is sought; and
- (2) Pass an appropriate flight test.

INSTRUMENT RATING

§ 20.125 *Issuance.* An instrument rating shall be issued to a private or commercial pilot who meets the prescribed aeronautical knowledge, experience, and skill requirements.

§ 20.126 *Aeronautical knowledge.* An applicant shall pass a written examination based on the following:

- (a) Civil Air Regulations as they apply to flight under IFR conditions;
- (b) Radio navigation systems and procedures, instrument landing systems and procedures, and radio communication procedures; and
- (c) Meteorology, including the characteristics of air masses and fronts and the weather associated with them; the elementary principles of forecasting; and the availability, evaluation, and utilization of the various types of meteorological reports.

§ 20.127 *Aeronautical experience.* An applicant shall meet the following minimum flight experience requirements:

- (a) He shall hold a commercial pilot certificate or a private pilot certificate and meet the aeronautical experience requirements for the issuance of a commercial pilot certificate; and
- (b) He shall have acquired 40 hours of instrument time under actual or simulated instrument conditions, of which not less than 20 hours shall have been in flight and have included 10 hours of instrument flight instruction given by a rated instrument flight instructor.

§ 20.128 *Aeronautical skill.* An applicant shall demonstrate a satisfactory level of competence in the following procedures and maneuvers:

- (a) Flight maneuvers, solely by reference to instruments, including recovery from critical attitudes such as steep turns, spirals, and stalls using the minimum instrumentation prescribed for instrument flight in Part 43 of this subchapter.
- (b) Planning and conducting a simulated instrument flight including:
 - (1) Preparing and filing an instrument flight plan;
 - (2) Radio navigation including orientation;
 - (3) Radio communications;
 - (4) A standard instrument approach complying with traffic control instructions and standard holding procedures; and
 - (5) Recovery from emergency situations such as a missed approach, radio or instrument failure, and failure of an engine if the test is conducted in a multi-engine airplane.

SUBPART G—FLIGHT INSTRUCTOR CERTIFICATES

§ 20.130 *Limited flight instructor certificates.* A limited flight instructor cer-

tificate with appropriate ratings shall be issued to an applicant who meets the following requirements:

(a) He shall hold a valid airline transport or commercial pilot certificate of if he holds a private pilot certificate he shall meet the aeronautical knowledge, experience, and skill requirements for the issuance of a commercial pilot certificate;

(b) He shall demonstrate in each category of aircraft in which he desires to give flight instruction his ability to teach the performance of such flight maneuvers and procedures as are necessary and appropriate for the safe piloting of that category of aircraft; and

(c) He shall show that he is familiar with effective flight instruction methods and procedures as set forth in the CAA Flight Instruction Manual; or

(d) He shall demonstrate his ability to give instrument flight instruction if he desires to be rated as an instrument flight instructor.

§ 20.138 Validity and exchange of flight instructor ratings and certificates. The holder of a flight instructor rating may exercise the privileges of such rating until July 1, 1958. Prior to this date he may exchange such rating for a flight instructor certificate without further showing of competence. After July 1, 1958, the holder of a flight instructor rating shall not exercise the privileges of such rating but he may exchange it for a flight instructor certificate upon demonstrating continued competence to give flight instruction.

NOTE: The record-keeping requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

By the Civil Aeronautics Board.

[SEAL] JOHN B. RUSSELL,
Acting Secretary.

[F. R. Doc. 56-6959; Filed, Aug. 28, 1956;
8:53 a. m.]

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 1]

PART 514—TECHNICAL STANDARD ORDERS FOR AIRCRAFT MATERIALS, PARTS, PROCESSES, AND APPLIANCES

Under section 601 of the Civil Aeronautics Act of 1938 and the delegation of authority from the Civil Aeronautics Board in §§ 3.18, 4a.31, 4b.18, 6.18, and 7.18 of the Civil Air Regulations, the Administrator of Civil Aeronautics is authorized to adopt performance standards and specifications of materials, parts, processes, and appliances used in aircraft as he may find necessary to implement provisions of the Civil Air Regulations. The Administrator adopted the Technical Standard Order system as a means to carry out this delegated authority. This system, in brief, provides for CAA-industry cooperation in the development of these performance standards, and a form of self-regulation by industry in demonstrating compliance with these

standards. Since the original adoption of this part, which contains the C series TSO's, it has been found desirable to make clarifying editorial and format changes. Hence, Part 514 of the regulations of the Administrator is being amended to provide two subparts. Subpart A contains the general requirements applicable to all Technical Standard Orders, such as "Method of Conformance," "Marking," and "Deviations." Subpart B contains the technical specifications to which a specific product must conform.

All existing technical standards in sections of Part 514 (14 CFR Rev. 1952) and subsequent Technical Standard Orders will be issued or re-issued as a section of the new Subpart B.

The changes to Part 514 as reflected in Subpart A are editorial in nature; hence, compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act is considered unnecessary.

In order to accomplish the proposed rearrangement of Part 514 (14 CFR Rev. 1952), the following new Subpart A—General, is hereby adopted to become effective September 15, 1956. The heading for Subpart B is hereby established, and §§ 514.1 through 514.25 of Part 514 (14 CFR Rev. 1952) are redesignated as §§ 514.11 through 514.35. This redesignation is required because the section numbers (§§ 514.1 through 514.4) have been reassigned within Subpart A of the new part.

Part 514 is amended as follows:

1. The part heading is revised to read as set forth above.
2. Sections 514.1 through 514.25 of this part are redesignated as §§ 514.11 through 514.35.
3. The following new §§ 514.1 through 514.4 are adopted to read as follows:

SUBPART A—GENERAL

- Sec.
514.1 Basis and purpose.
514.2 Method of conformance.
514.3 Marking.
514.4 Deviations.

AUTHORITY: §§ 514.1 to 514.4 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425.

§ 514.1 Basis and purpose.—(a) *Basis.* Section 601 of the Civil Aeronautics Act of 1938, as amended, and §§ 3.18, 4a.31, 4b.18, 6.18, and 7.18 of this title.

(b) *Purpose.* The purpose of this part is to establish minimum performance standards for aircraft materials, parts, processes, and appliances which are to be used on civil aircraft of the United States, and to prescribe the manner by which the manufacturer must show compliance with such performance standards.

§ 514.2 Method of conformance. (1) A manufacturer of an aircraft material, part, process, or appliance for which standards are established in Subpart B of this part, prior to distribution for use on a civil aircraft of the United States shall furnish a written statement of conformance certifying that the material, part, process, or appliance meets the applicable performance standards estab-

lished in this part. The statement of conformance shall be signed by a person duly authorized by the manufacturer, and shall be furnished to the Chief, Aircraft Engineering Division, Office of Aviation Safety, Civil Aeronautics Administration, Washington 25, D. C.

(2) If complaints of nonconformance with the requirements of this order are brought to the attention of the CAA and investigation indicates that such complaints are justified, the Administrator will take appropriate action to restrict the use of the product in civil aircraft.

§ 514.3 Marking. Materials, parts, processes, and appliances for which a statement of conformance has been submitted, shall be legibly and permanently marked with the following information:

- (a) Name and address of the manufacturer responsible for compliance.
- (b) Equipment name, or type or model designation.
- (c) Weight to the nearest pound and fraction thereof.
- (d) Serial number and/or date of manufacture.
- (e) Applicable Technical Standard Order (TSO) number.

§ 514.4 Deviations. No deviation will be granted from the performance standards established in Subpart B of this part. Requests for deviation from other requirements of this part should be addressed to the Aircraft Engineering Division, Office of Aviation Safety, Civil Aeronautics Administration, Washington 25, D. C.

3. The following heading for Subpart B is adopted: Subpart B—Minimum Performance Standards.

(Sec. 205, 54 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply Sec. 601, 52 Stat. 1007, as amended, 49 U. S. C. 551)

This amendment shall become effective September 15, 1956.

[SEAL] JAMES T. PYLE,
Acting Administrator,
of Civil Aeronautics.

[F. R. Doc. 56-6937; Filed, Aug. 28, 1956;
8:48 a. m.]

[Amdt. 178]

PART 608—RESTRICTED AREAS

ALTERATION; CHERRY POINT, N. C.

The restricted area alteration appearing hereinafter has been coordinated with the civil operators involved, the Army, the Navy, and the Air Force, through the Air Coordinating Committee Airspace Panel and is adopted to become effective when indicated in order to promote safety of the flying public. Since a military function of the United States is involved, compliance with the notice, procedure and effective date provisions of section 4 of the Administrative Procedure Act is not required.

Part 608 is amended as follows:

1. In § 608.41, the Cherry Point, North Carolina, area No. 2 (R-125), amended on July 7, 1956, in 21 F. R. 5049, is redesignated as follows:

Name and location (chart)	Description by geographical coordinates	Designated altitudes	Time of designation	Controlling agency
Cherry Point, N. C., restricted area (R-125) (Norfolk).	Beginning at latitude 33°46'30", longitude 76°47'00"; thence southwesterly along the East edge of Amber Civil Airway #9 to latitude 34°21'40", longitude 77°41'30"; thence clockwise along the arc of a circle with a radius of 60 statute miles centered at latitude 34°54'30", longitude 76°53'00"; to latitude 34°26'50", longitude 77°46'35"; thence North to latitude 35°20'30", longitude 77°40'50"; thence Northeast to latitude 35°40'00", longitude 77°23'40"; thence clockwise along the arc of a circle with a radius of 60 statute miles centered at latitude 34°54'30", longitude 76°53'00"; to the point of beginning.	6,000 feet mean sea level to unlimited.	Sunset to sunrise daily.	MCAS, Cherry Point, N. C.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interprets or applies sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

This amendment shall become effective on September 20, 1956.

[SEAL] J. M. BEARDSLEE,
Acting Administrator
of Civil Aeronautics.

[F. R. Doc. 56-6938; Filed, Aug. 28, 1956; 8:48 a.m.]

[Amtd. 7]

PART 610—MINIMUM EN ROUTE IFR ALTITUDES

MISCELLANEOUS AMENDMENTS

The minimum en route IFR altitudes appearing hereinafter have been coordinated with interested members of the industry in the regions concerned insofar as practicable. The altitudes are adopted without delay in order to provide for safety in air commerce. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 610 is amended as follows: (Listed items to be placed in appropriate sequence in the sections indicated.)

Section 610.12 *Green civil airway 2* is amended to read in part:

From North Scituate, INT, R. I.; to Boston, Mass., LFR; MEA 1,800.

Section 610.13 *Green civil airway 3* is amended to read in part:

From Allentown, Pa., LFR; to Belle Mead INT, N. J.; MEA 2,500.

From Youngstown, Ohio, LFR; to Pardoe INT, Pa.; MEA 2,600.

From Pardoe INT, Pa.; to Phillipsburg, Pa., LFR; MEA 4,000.

Section 610.16 *Green civil airway 6* is amended to read in part:

From Maxwell AFB, Ala.; to Int. E crs Maxwell and SW crs Atlanta; MEA 1,600.

From Int. E crs Maxwell and SW crs Atlanta; to Atlanta, Ga., LFR; MEA 2,000.

Section 610.101 *Amber civil airway 1* is amended to read in part:

From *Newhall, Calif., LFR; to Wheeler Ridge INT, Calif.; MEA 10,000. *7,000—MCA Newhall LFR, northbound.

From Castaic, Calif., FM; to Newhall, Calif., LFR, southbound only; MEA 8,000.

From Wheeler Ridge INT, Calif.; to *Bakersfield, Calif., LFR, northbound, MEA 6,000;

southbound, MEA 10,000. *7,000—MCA Bakersfield LFR, southbound.

Section 610.210 *Red civil airway 10* is amended to read in part:

From Birmingham, Ala., LFR; to Eden INT, Ala.; MEA 3,000.

From Eden INT, Ala.; to Tallapoosa INT, Ga.; MEA 4,000.

From Tallapoosa INT, Ga.; to Atlanta, Ga., LFR; MEA 2,700.

Section 610.251 *Red civil airway 51* is amended to read in part:

From Blackstone, Va., LFR; to Dinwiddie INT, Va.; MEA 1,800.

Section 610.268 *Red civil airway 68* is amended to read in part:

From Tyler, Tex., LFR; to Shreveport, La., LFR; MEA 2,100.

Section 610.284 *Red civil airway 84* is amended to read in part:

From Marion INT, Ala.; to Maxwell AFB, Ala., LFR; MEA 1,500.

From Maxwell AFB, Ala.; to Mt. Meigs, Ala., LF/RBN; MEA 1,600.

From Mt. Meigs, Ala., LF/RBN; to Columbus, Ga., LFR; MEA 2,000.

Section 610.647 *Blue civil airway 47* is amended to read in part:

From Brodnax INT, Va.; to Blackstone, Va., LFR; MEA 1,800.

Section 610.1001 *Direct routes, U. S.* is amended to read in part:

From Greensboro, N. C., LFR; to Roanoke, Va.; LFR; MEA 5,500.

From Crossville, Tenn., VOR; to Lexington, Ky.; VOR; MEA *7,000. *5,000—MOCA.

From Roanoke, Va., LFR; to Int. S crs Roanoke, Va., LFR and NE crs Greensboro, N. C., LFR; MEA 5,600.

From Waterloo, Iowa, VOR; to Moline, Ill., VOR; MEA *3,200. *3,100—MOCA.

Section 610.1001 *Direct routes, U. S.* is amended by adding:

From School INT, N. Mex.; to Clovis, N. Mex., LF/RBN, northwestbound, MEA 8,000; southeastbound, MEA 7,000.

From Galena, Alaska, LFR; to Kotzebue, Alaska, LF/RBN; MEA 6,500.

From Hinchinbrook, Alaska, LFR; to Middleton Island, Alaska, LFR; MEA 5,000.

From Kodiak, Alaska, LFR; to Middleton Island, Alaska, LFR; MEA 4,000.

From Kodiak, Alaska, LFR; to King Salmon, Alaska, LFR; MEA 8,800.

From McGrath, Alaska, LFR; to Galena, Alaska, LFR; MEA 6,200.

From Middleton Island, Alaska, LFR; to Homer, Alaska, LFR; MEA 8,000.

Section 610.6001 *VOR civil airway 1* is amended to delete:

From Coyle, N. J., VOR; to Colts Neck, N. J., VOR; MEA 1,500.

Section 610.6001 *VOR civil airway 1* is amended by adding:

From Coyle, N. J., VOR; to Idlewild, N. Y., VOR; MEA 1,500.

Section 610.6001 *VOR civil airway 1* is amended to read in part:

From Wilmington, N. C., VOR; to LaGrange INT, N. C.; MEA *2,300. 1,400—MOCA.

From LaGrange INT, N. C.; to Coffield, N. J., VOR; MEA *3,000. *1,400—MOCA.

Section 610.6003 *VOR civil airway 3* is amended to read in part:

From Brunswick, Ga., VOR; to *Harris Neck INT, Ga.; MEA 1,500. *4,000—MRA.

From Harris Neck INT, Ga.; to Savannah, Ga., VOR; MEA 1,500.

From Savannah, Ga., VOR; to *Burton INT, S. C., MEA 1,400. *5,500—MRA.

From Burton INT, S. C.; to Charleston, S. C., VOR; MEA 1,400.

From District INT, Md.; to Hereford INT, Md.; MEA *5,000. *2,000—MOCA.

Section 610.6008 *VOR civil airway 8* is amended by adding:

From *Long Beach, Calif., VOR via N alter; to Covina INT, Calif., via N alter, northeastbound, MEA 12,000; southwestbound, MEA 4,000. *10,000—MCA Long Beach VOR, northeastbound.

From Covina INT, Calif., via N alter; to Hawkins INT, Calif., via N alter, northeastbound, MEA 12,000; southwestbound, MEA 9,000.

From Hawkins INT, Calif., via N alter; to Daggett, Calif., VOR via N alter; MEA 12,000.

Section 610.6012 *VOR civil airway 12* is amended to delete:

From West Chester, Pa., VOR; to Boothwyn INT, Pa.; MEA 1,800.

Section 610.6012 *VOR civil airway 12* is amended by adding:

From West Chester, Pa., VOR; to Echelon INT, Pa.; MEA 1,800.

Section 610.6013 *VOR civil airway 13* is amended by adding:

From Lufkin, Tex., VOR via E alter; to Shreveport, La., VOR via E alter; MEA *2,500. *1,900—MOCA.

Section 610.6014 *VOR civil airway 14* is amended to read in part:

From Tulsa, Okla., VOR; to *Chelsea INT, Okla.; MEA 2,000. *2,600—MRA.

Section 610.6016 *VOR civil airway 16* is amended to read in part:

From Abilene, Tex., VOR; to Mineral Wells, Tex., VOR; MEA *3,500. *3,100—MOCA.

From Mineral Wells, Tex., VOR; to Lake Worth INT, Tex.; MEA 2,300.

From Lake Worth INT, Tex.; to Dallas, Tex., VOR; MEA 2,700.

From Abilene, Tex., VOR via S alter; to Cisco INT, Tex., via S alter; MEA 3,100.

From Cisco INT, Tex., via S alter; to Mineral Wells, Tex., VOR via S alter; MEA 3,200.

From Mineral Wells, Tex., VOR via S alter; to Russell INT, Tex., via S alter; MEA 2,300.

From Russell INT, Tex., via S alter; to Dallas, Tex., VOR via S alter; MEA 2,700.

From Mineral Wells, Tex., VOR via N alter; to Haslet INT, Tex., via N alter; MEA 2,400.

From Haslet INT, Tex., via N alter; to Lewisville INT, Tex., via N alter; MEA *3,000. *1,900—MOCA.

From Lewisville INT, Tex.; to Little Elm INT, Tex.; *3,800; via N alter; MEA *3,800. *1,700—MOCA.

From Little Elm INT, Tex.; to *McKinney INT, Tex.; MEA *——. *4,300—MRA.

*2,100—MOCA.

From McKinney INT, Tex., via N alter.; to Princeton INT, Tex., via N alter.; MEA *2,900. *2,100—MOCA.

From Princeton INT, Tex., via N alter.; to Sulphur Springs, Tex., VOR via N alter.; MEA *2,000. *1,800—MOCA.

Section 610.6017 VOR civil airway 17 is amended to delete:

From Waco, Tex., VOR via W alter.; to Ft. Worth, Tex., VOR via W alter.; MEA *2,300. *2,000—MOCA.

Section 610.6017 VOR civil airway 17 is amended to read in part:

From Waco, Tex., VOR; to Rivista INT, Tex.; MEA *2,000. *1,900—MOCA.

From Rivista INT, Tex.; to Joshua INT, Tex.; MEA 2,100.

From Joshua INT, Tex.; to Lake Worth INT, Tex.; MEA 2,000.

From Lake Worth INT, Tex.; to Ft. Worth, Tex.; VOR; MEA 2,400.

From Ft. Worth, Tex., VOR; to Cole INT, Okla.; MEA *2,800. 2,500—MOCA.

From Cole INT, Okla.; to Bray INT, Okla.; MEA *2,800. *2,300—MOCA.

From Bray INT, Okla.; to *Blanchard INT, Okla.; MEA *2,800. *2,800—MRA. *2,400—MOCA.

From Blanchard INT, Okla.; to Oklahoma City, Okla.; VOR; MEA 2,400.

Section 610.6019 VOR civil airway 19 is amended to read in part:

From Casper, Wyo., VOR via E alter.; to Crazy Woman, Wyo., VOR via E alter.; MEA 7,500.

Section 610.6020 VOR civil airway 20 is amended by adding:

From Lafayette, La., VOR via S. alter.; to New Orleans, La., VOR via S. alter.; MEA *2,000. *1,400—MOCA.

Section 610.6022 VOR civil airway 22 is amended to read in part:

From New Orleans, La., VOR; to *Dog INT, La.; MEA *3,900. *3,900—MRA. *1,600—MOCA.

From Dog INT, La.; to *Bon Secour INT, Fla.; MEA *3,900. *2,000—MRA. *1,100—MOCA.

From Bon Secour INT, Fla.; to Saufley, Fla., VOR; MEA *2,000. *1,300—MOCA.

Section 610.6026 VOR civil airway 26 is amended by adding:

From Green Bay, Wis., VOR via N alter.; to White Cloud, Mich., VOR via N alter.; MEA *4,000. *2,700—MOCA.

Section 610.6027 VOR civil airway 27 is amended by adding:

From *Paso Robles, Calif., VOR via W alter.; to *Salinas, Calif., VOR via W alter.; MEA 8,000. *8,000—Paso Robles VOR, northbound. *4,000—MCA Salinas VOR, southbound.

Section 610.6035 VOR civil airway 35 is amended to read in part:

From Miami, Fla., VOR; to *Tamiami INT, Fla.; MEA 1,200. *2,700—MRA.

From Tamiami INT, Fla.; to *Copeland INT, Fla.; MEA 1,200. *2,200—MRA.

From Copeland INT, Fla.; to Ft. Myers, Fla., VOR; MEA *2,200. *1,100—MOCA.

Section 610.6037 VOR civil airway 37 is amended to read in part:

From Savannah, Ga., VOR; to *Grays INT, S. C.; MEA 1,400. *2,500—MRA.

From Grays INT, S. C.; to Columbia, S. C., VOR; MEA 1,400.

Section 610.6038 VOR civil airway 38 is amended to read in part:

From Iowa City, Iowa, VOR; to Prairie INT, Iowa; MEA 2,100.

From Prairie INT, Iowa; to *Annawan INT, Iowa; MEA *4,000. *4,000—MRA. *2,100—MOCA.

From Annawan INT, Iowa; to Triumph INT, Ill.; MEA *6,000. *2,000—MOCA.

From Triumph INT, Ill.; to Joliet, Ill., VOR; MEA 2,000.

Section 610.6048 VOR civil airway 48 is amended to read in part:

From Burlington, Iowa, VOR; to Peoria, Ill., VOR; MEA 1,900.

Section 610.6053 VOR civil airway 53 is amended by adding:

From Columbia, S. C., VOR; to Spartanburg, S. C., VOR; MEA 2,300.

Section 610.6054 VOR civil airway 54 is amended by adding:

From Quitman, Tex., VOR; to Texarkana, Tex., VOR; MEA 1,700.

Section 610.6057 VOR civil airway 57 is amended to read in part:

From Graham, Tenn., VOR; to Bowling Green, Ky., VOR; MEA *2,400. *1,700—MOCA.

Section 610.6060 VOR civil airway 60 is amended to read in part:

From Albuquerque, N. Mex., VOR; to *Otto, N. Mex., VOR; MEA 12,000. *10,000—MCA Otto VOR, westbound.

Section 610.6061 VOR civil airway 61 is amended to delete:

From Ft. Worth, Tex., VOR; to Bridgeport INT, Tex.; MEA 2,300.

From Bridgeport INT, Tex.; to Wichita Falls, Tex., VOR; MEA 2,600.

From Ft. Worth, Tex., VOR via W alter.; to Boonsville INT, Tex., via W alter.; MEA 2,300.

From Boonsville INT, Tex., via W alter.; to Wichita Falls, Tex., VOR via W alter.; MEA 3,000.

Section 610.6061 VOR civil airway 61 is amended by adding:

From Ft. Worth, Tex., VOR; to Wichita Falls, Tex., VOR; MEA 2,600.

Section 610.6062 VOR civil airway 62 is amended to read in part:

From Anton Chico, N. Mex., VOR; to *Ima INT, N. Mex.; MEA 8,000. *11,000—MRA.

From IMA INT, N. Mex.; to School INT, N. Mex.; MEA 8,000.

From School INT, N. Mex.; to Field INT, N. Mex.; MEA *11,500. *7,800—MOCA.

Section 610.6063 VOR civil airway 63 is amended by adding:

From Waco, Tex., VOR; to *Ennis INT, Tex.; MEA *2,400. *2,400—MRA. *2,000—MOCA.

From Ennis INT, Tex.; to Sabine INT, Tex.; MEA *4,500. *1,800—MOCA.

From Sabine INT, Tex.; to Sulphur Springs, Tex., VOR; MEA 1,800.

Section 610.6066 VOR civil airway 66 is amended to delete:

From Columbus, N. Mex., VOR; to *Animas INT, N. Mex.; MEA 10,000. *10,000—MRA.

Section 610.6066 VOR civil airway 66 is amended by adding:

From Midland, Tex., VOR; to Big Spring, Tex., VOR; MEA 4,400.

From Big Spring, Tex., VOR; to Abilene, Tex., VOR; MEA 4,000.

From Abilene, Tex., VOR; to Breckenridge INT, Tex.; MEA *3,500. *3,100—MOCA.

From Breckenridge INT, Tex.; to Chapel INT, Tex.; MEA *4,000. *2,500—MOCA.

From Chapel INT, Tex.; to Ft. Worth, Tex., VOR; MEA 2,500.

From Ft. Worth, Tex., VOR; to Prosper INT, Tex.; MEA 2,100.

From Prosper INT, Tex.; to Princeton INT, Tex.; MEA *2,900. *2,100—MOCA.

From Princeton INT, Tex.; to Sulphur Springs, Tex., VOR; MEA *2,000. *1,500—MOCA.

Section 610.6066 VOR civil airway 66 is amended to read in part:

From Gila Bend, Ariz., VOR; to Tucson, Ariz., VOR; MEA 7,000.

From Columbus, N. Mex., VOR via N alter.; to El Paso, Tex., VOR via N alter.; MEA 9,200.

From *San Diego, Calif., VOR; to Jamul, Calif., LF/RBN, eastbound; MEA 8,000; westbound, MEA 4,500. *4,000—MCA San Diego VOR, eastbound.

From Jamul, Calif., LF/RBN; to *Seeley INT, Calif.; MEA *11,000. *7,000—MCA Seeley INT, westbound. *8,000—MOCA.

From Barrett Lake; to Jamul, Calif., LF/RBN, westbound only; MEA 6,000.

From Seeley INT, Calif.; to Yuma, Ariz., VOR; MEA *6,000. *4,000—MOCA.

Section 610.6071 VOR civil airway 71 is amended by adding:

From Butler, Mo., VOR; to Grandview INT, Mo.; MEA 2,400.

From Grandview INT, Mo.; to Kansas City, Mo., VOR; MEA 3,000.

Section 610.6072 VOR civil airway 72 is amended to read in part:

From Binghamton, N. Y., VOR; to *Sidney INT, N. Y.; MEA 3,500. *4,500—MRA.

Section 610.6073 VOR civil airway 73 is amended to delete:

From Tulsa, Okla., VOR; to *Cambridge INT, Kans.; MEA 3,000. *3,000—MRA.

From *Cambridge INT; to *Rock INT, Kans.; MEA 3,000. *3,000—MRA. *4,000—MRA.

From *Rock INT, Kans.; to Wichita, Kans., VOR; MEA 3,000. *4,000—MRA.

Section 610.6077 VOR civil airway 77 is amended to read in part:

From Wichita Falls, Tex., VOR via E alter.; to Bray INT, Okla., via E alter.; MEA *2,600. *1,500—MOCA.

From Bray INT, Okla., via E alter.; to *Blanchard INT, Okla., via E alter.; MEA *2,800. *2,800—MRA. *2,400—MOCA.

*From Blanchard INT, Okla., via E alter.; to Oklahoma City, Okla., VOR via E alter.; MEA 2,400.

Section 610.6083 VOR civil airway 83 is amended by adding:

From Roswell, N. Mex., VOR; to Corona, N. Mex., VOR; MEA 9,000.

Section 610.6091 VOR civil airway 91 is amended by adding:

From Poughkeepsie, N. Y., VOR via W alter.; to Albany, N. Y., VOR via W alter.; MEA 5,000.

From Poughkeepsie, N. Y., VOR via E alter.; to Brainard INT, N. Y., via E alter.; MEA 4,000.

From Brainard INT, N. Y., via E alter.; to Albany, N. Y., VOR via E alter.; MEA 3,000.

Section 610.6093 VOR civil airway 93 is amended to read in part:

From Baltimore, Md., VOR; to Norris INT, Pa.; MEA 2,000.

From Norris INT, Pa.; to Lancaster INT, Pa.; MEA *3,000. *2,000—MOCA.

Section 610.6094 *VOR civil airway 94* is amended to read in part:

From *Salt Flat, Tex., VOR; to Carlsbad, N. Mex., VOR; MEA 10,800. *9,800—MCA
Salt Flat VOR, northeastbound.
From *Carlsbad, N. Mex., VOR; to Hobbs, N. Mex., VOR; MEA 5,000. *8,100—MCA
Carlsbad VOR, southwestbound.

Section 610.6094 *VOR civil airway 94* is amended by adding:

From Abilene, Tex., VOR; to Cisco INT, Tex.; MEA 3,100.

From Cisco INT, Tex., to *Mill INT, Tex.; MEA *6,500. *3,500—MRA. **2,800—MOCA.

From Mill INT, Tex.; to Joshua INT, Tex.; MEA *3,500. *2,300—MOCA.

From Joshua INT, Tex.; to Britton, Tex., VOR; MEA 2,000.

From Britton, Tex., VOR; to Waxahachie INT, Tex.; MEA 2,600.

From Waxahachie INT, Tex.; to *Kemp INT, Tex.; MEA 1,900. *4,000—MRA.

From Kemp INT, Tex.; to Gregg County, Tex., VOR; MEA *4,000. *2,300—MOCA.

Section 610.6114 *VOR civil airway 114* is amended to read in part:

From Alexandria, La., VOR; to Baton Rouge, La., VOR; MEA 1,300.

Section 610.6114 *VOR civil airway 114* is amended to delete:

From Wichita Falls, Tex., VOR; to Alvord INT, Tex.; MEA 2,600.

From Alvord INT, Tex.; to Decatur INT, Tex.; MEA *3,000. *2,000—MOCA.

From Decatur INT, Tex.; to Dallas, Tex., VOR; MEA 2,000.

From Wichita Falls, Tex., VOR via N alter.; to Sanger INT, Tex., via N alter.; MEA *2,700. *2,500—MOCA.

From Sanger INT, Tex., via N alter.; to Little Elm INT, Tex., via N alter.; MEA *2,400. *1,800—MOCA.

From Little Elm INT, Tex., via N alter.; to Dallas, Tex., VOR, via N alter.; MEA 2,000.

From Dallas, Tex., VOR; to Gregg County, Tex., VOR; MEA 2,300.

From Dallas, Tex., VOR via S alter.; to Crandall INT, Tex., via S alter.; MEA 2,000.

From Crandall INT, Tex., via S alter.; to Gregg County, Tex., VOR via S alter.; MEA *4,000. *2,300—MOCA.

Section 610.6114 *VOR civil airway 114* is amended by adding:

From Wichita Falls, Tex., VOR; to Alvord INT, Tex.; MEA 2,600.

From Alvord INT, Tex.; to Denton INT, Tex.; MEA *3,000. *2,000—MOCA.

From Denton INT, Tex.; to Dallas, Tex., VOR; MEA 2,000.

From Dallas, Tex., VOR; to *Kemp INT, Tex.; MEA 2,000. *4,000—MRA.

From Kemp INT, Tex.; to Gregg County, Tex., VOR; MEA *4,000. *2,300—MOCA.

From Dallas, Tex., VOR via N alter.; to Quitman, Tex., VOR via N alter.; MEA 2,000.

From Quitman, Tex., VOR via N alter.; to Gregg County, Tex., VOR via N alter.; MEA 1,800.

Section 610.6120 *VOR civil airway 120* is amended to read in part:

From Mullen Pass, Mont., VOR; to Charlo INT, Mont., eastbound, MEA 12,700; westbound, MEA 10,000.

From Charlo INT, Mont.; to Augusta INT, Mont.; MEA 12,700.

From Augusta INT, Mont.; to Great Falls, Mont., VOR, westbound, MEA 12,700; eastbound, MEA 7,000.

Section 610.6128 *VOR civil airway 128* is amended to read in part:

From Raleigh, N. C., VOR; to LaGrange INT, N. C.; MEA 2,500.

From LaGrange INT, N. C.; to New Bern, N. C., VOR; MEA 1,400.

Section 610.6130 *VOR civil airway 130* is amended to read in part:

From Albany, N. Y., VOR; to Brainard INT, N. Y.; MEA 3,000.

From Brainard INT, N. Y.; to Colebrook INT, Mass.; MEA 4,000.

Section 610.6131 *VOR civil airway 131* is amended to delete:

From Ponca City, Okla., VOR; to *Cambridge INT, Kans.; MEA 2,500.

From *Cambridge INT, Kans.; to Emporia, Kans., VOR; MEA *3,500. *3,000—MRA. **2,800—MOCA.

Section 610.6140 *VOR civil airway 140* is amended to delete:

From Coyle, N. J., VOR; to Colts Neck, N. J., VOR; MEA 1,500.

Section 610.6140 *VOR civil airway 140* is amended by adding:

From Coyle, N. J., VOR; to Idlewild, N. Y., VOR; MEA 1,500.

Section 610.6140 *VOR civil airway 140* is amended to read in part:

From Tulsa, Okla., VOR via N alter.; to *Chelsea INT, Okla., via N alter.; MEA 2,000. *2,600—MRA.

Section 610.6157 *VOR civil airway 157* is amended to read in part:

From LaGrange INT, N. C.; to Rocky Mount, N. C., VOR; MEA 1,400.

Section 610.6161 *VOR civil airway 161* is amended by adding:

From Ft. Worth (Carter) Tex., ILS loc.; to Roanoke INT, Tex.; MEA 2,000.

From Roanoke INT, Tex.; to *Fox INT, Tex.; MEA 2,000. *3,500—MRA.

From Fox INT, Tex.; to Ardmore, Okla., VOR; MEA *3,500. *2,400—MOCA.

From Ardmore, Okla., VOR; to Tulsa, Okla., VOR; MEA *4,600. *2,400—MOCA.

Section 610.6163 *VOR civil airway 163* is amended to read in part:

From Waco, Tex., VOR; to Mill INT, Tex.; MEA *3,500. *2,500—MOCA.

From Mill INT, Tex.; to Mineral Wells, Tex., VOR; MEA *3,500. *2,400—MOCA.

From Mineral Wells, Tex., VOR; to Fort Worth, Tex., VOR; MEA 2,500.

From Fort Worth, Tex., VOR; to Ardmore, Okla., VOR; MEA *3,000. *2,600—MOCA.

From Ardmore, Okla., VOR via W alter.; to *Blanchard INT, Okla., via W alter.; MEA **2,800. *2,800—MRA. **2,500—MOCA.

From Blanchard INT, Okla., via W alter.; to Oklahoma City, Okla., VOR via W alter.; MEA 2,400.

Section 610.6172 *VOR civil airway 172* is amended to delete:

From Int. 071* T rad. Des Moines VOR and 268* T rad. Polo VOR; to Big Rock INT, Iowa; MEA #2,200.

Section 610.6184 *VOR civil airway 184* is amended to read in part:

From Erie, Pa., VOR; to *Hickory INT, Pa.; MEA 3,500. *5,000—MRA.

From Hickory INT, Pa.; to Fitzgerald, Pa., VOR; MEA 3,500.

Section 610.6185 *VOR civil airway 185* is amended to read in part:

From Savannah, Ga., VOR; to *Kildare INT, Ga.; MEA 1,300. *3,500—MRA.

From Kildare INT, Ga.; to Augusta, Ga., VOR; MEA 1,800.

Section 610.6186 *VOR civil airway 186* is amended to delete:

From Vandalia, Ill., VOR; to *Union Center INT, Ind.; MEA 2,000. *2,400—MRA.

From Union Center INT, Ind.; to Scotland, Ind., VOR; MEA 2,400.

Section 610.6189 *VOR civil airway 189* is amended to delete:

From Pittsburgh, Pa., VOR; to Ford INT, Pa.; MEA 3,000.

From Ford INT, Pa.; to *Brookville INT, Pa.; MEA 3,500. *4,000—MRA.

Section 610.6192 *VOR civil airway 192* is amended to read in part:

From Corona, N. Mex., VOR; to *Ima INT, N. Mex.; MEA **11,000. *11,000—MRA. **9,000—MOCA.

From Ima INT, N. Mex.; to Tucumcari, N. Mex., VOR; MEA *11,000. *9,000—MOCA.

Section 610.6194 *VOR civil airway 194* is amended to read in part:

From Raleigh, N. C., VOR via S alter.; to Rocky Mount, N. C., VOR via S alter.; MEA 2,500.

Section 610.6195 *VOR civil airway 195* is amended by adding:

From Oakland, Calif., VOR via W alter.; to Rio INT, Calif.; via W alter.; MEA 4,000.

From Williams, Calif., VOR; to Red Bluff, Calif., VOR; MEA 3,000.

Section 610.6229 *VOR civil airway 229* is added to read:

From Wilmington, N. C., VOR; to New Bern, N. C., VOR; MEA 1,400.

From New Bern, N. C., VOR; to Cofield, N. C., VOR; MEA *1,300. *1,200—MOCA.

Section 610.6231 *VOR civil airway 231* is added to read:

From *Missoula, Mont., VOR; to Charlo INT, Mont.; MEA 12,700. *10,500—MCA Missoula VOR, northbound.

Section 610.6241 *VOR civil airway 241* is amended to delete:

From LaGrange INT, N. C.; to Cofield, N. C., VOR; MEA *3,000. *1,400—MOCA.

Section 610.6247 *VOR civil airway 247* is added to read:

From Douglas, Wyo., VOR; to Crazy Woman, Wyo., VOR; MEA 7,500.

Section 610.6248 *VOR civil airway 248* is added to read:

From Paso Robles, Calif., VOR; to Belridge INT, Calif.; MEA 5,000.

From Belridge INT, Calif.; to Bakersfield, Calif., VOR, eastbound, MEA 2,000; westbound, MEA 3,000.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

These rules shall become effective September 20, 1956.

[SEAL]

JAMES T. PYLE,
Acting Administrator
of Civil Aeronautics.

[F. R. Doc. 56-6893; Filed, Aug. 28, 1956; 8:45 a. m.]

TITLE 7—AGRICULTURE

Chapter VII—Commodity Stabilization Service (Farm Marketing Quotas and Acreage Allotments), Department of Agriculture

PART 722—COTTON

SUBPART—COTTON MARKETING QUOTAS FOR THE 1956 UPLAND CROP

Correction

In F. R. Doc. 56-5558, appearing at page 5164 of the issue for Thursday, July 12, 1956, the following changes should be made:

1. In the first column of page 5168, § 722.745 should be numbered "§ 722.754."
2. In the first column of page 5171, § 722.744 should be numbered "§ 722.774."

TITLE 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

PART 141e—BACITRACIN AND BACITRACIN-CONTAINING DRUGS; TESTS AND METHODS OF ASSAY

PART 146—GENERAL REGULATIONS FOR THE CERTIFICATION OF ANTIBIOTIC AND ANTIBIOTIC-CONTAINING DRUGS

PART 146a—CERTIFICATION OF PENICILLIN AND PENICILLIN-CONTAINING DRUGS

PART 146c—CERTIFICATION OF BACITRACIN-CONTAINING DRUGS

MISCELLANEOUS AMENDMENTS

By virtue of the authority vested in the Secretary of Health, Education, and Welfare by the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463; 61 Stat. 11, 63 Stat. 409, 67 Stat. 389; sec. 701, 52 Stat. 1055; 21 U. S. C. 357, 371) and delegated to the Commissioner of Food and Drugs by the Secretary (20 F. R. 1996), the regulations for tests and methods of assay for antibiotic and antibiotic-containing drugs (21 CFR Part 141e) and certification of antibiotic and antibiotic-containing drugs (21 CFR Parts 146a, 146c) are amended as indicated below:

1. Part 141e is amended by adding the following new section:

§ 141e.428 *Capsules bacitracin methylene disalicylate and streptomycin sulfate oral veterinary*—(a) *Potency*—(1) *Bacitracin content*. Using a representative number of capsules (usually six) in a blending jar, proceed as directed in § 141e.417 (a) (1). Its bacitracin content is satisfactory if it contains not less than 85 percent of that which it is represented to contain.

(2) *Streptomycin content*. Using the contents of a representative number of capsules (usually six), proceed as directed in § 141b.101 (a) to (i), inclusive, of this chapter, and use 0.1 M potassium phosphate buffer, pH 8.0, for preparing the sample instead of sterile distilled water as directed in § 141b.101 (e). Its content of streptomycin is satisfactory if it contains not less than 85 percent of that which it is represented to contain.

(b) *Moisture*. Proceed as directed in § 141a.5 (a) of this chapter.

2. In § 146.26 *Animal feed containing penicillin* * * *, paragraph (b) (18) (ii) is amended by changing the reference "(6) and (7) or (16) and (17)" at both places where used to read "(6) and (7) and/or (9) and (10) or (16) and (17)".

3. Section 146a.104 *Penicillin V for oral suspension* * * * is amended in the following respects:

a. Paragraph (a) *Standards of identity* * * * is amended by changing the first sentence to read as follows: "Penicillin V for oral suspension is a mixture of penicillin V and one or more suitable and harmless suspending agents, colorings, and flavorings, with or without one or more suitable and harmless buffer substances and preservatives, and with or without one or more suitable sulfonamides."

b. In paragraph (c) *Labeling*, subparagraph (1) is amended by renumbering subdivision (iii) as (iv) and inserting a new subdivision (iii), reading as follows, between subdivision (ii) and renumbered subdivision (iv):

(iii) The name of each buffer substance and the name and quantity of each sulfonamide and preservative used in making the batch.

c. In paragraph (c) (1), renumbered subdivision (iv) is amended by changing the colon after the word "certified" to a comma and adding the following new clause: "except that if it contains sulfonamides the blank shall be filled in with the date that is 12 months after the month during which the batch was certified:"

d. Paragraph (c) (2) (ii) is amended by inserting after "may be omitted" the words "from the immediate container".

e. Paragraph (c) is further amended by renumbering subparagraph (3) as (4) and inserting a new subparagraph (3), reading as follows, between subparagraph (2) and renumbered subparagraph (4):

(3) On the label and labeling, if it contains sulfonamides, after the name "penicillin V for oral suspension," wherever it appears, the words "with sulfonamides," in juxtaposition with such name.

4. Part 146e is amended by adding the following new section:

§ 146e.428 *Capsules bacitracin methylene disalicylate and streptomycin sulfate oral veterinary*. Capsules bacitracin methylene disalicylate and streptomycin sulfate oral veterinary are capsules that conform to all requirements and are subject to all procedures prescribed by § 146e.426 for tablets bacitracin methylene disalicylate and streptomycin sulfate oral veterinary, except that each capsule shall contain not less than 150 units of bacitracin activity and not less than 15 milligrams of streptomycin activity.

Notice and public procedure are not necessary prerequisites to the promulgation of this order, and I so find, since it was drawn in collaboration with interested members of the affected industry and since it would be against public in-

terest to delay providing for the amendments set forth above.

Effective date. This order shall become effective upon publication in the FEDERAL REGISTER, since both the public and the affected industry will benefit by the earliest effective date, and I so find. (Sec. 701, 52 Stat. 1055; 21 U. S. C. 371. Interprets or applies sec. 507, 59 Stat. 463, as amended; 21 U. S. C. 357)

Dated: August 23, 1956.

JOHN L. HARVEY,
Deputy Commissioner
of Food and Drugs.

[F. R. Doc. 56-6928; Filed, Aug. 28, 1956; 8:46 a. m.]

TITLE 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 689—SUGAR MANUFACTURING INDUSTRY IN PUERTO RICO

On May 19, 1956, pursuant to section 5 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended; 29 U. S. C. 201 et seq.), the Secretary of Labor by Administrative Order No. 462 (21 F. R. 3328) appointed, convened, and noticed the hearings of Industry Committee No. 21 for Puerto Rico. The committee was directed to recommend the minimum wage rate or rates to be paid under section 6 (c) of the act to employees in the sugar manufacturing industry in Puerto Rico who are engaged in commerce or in the production of goods for commerce.

Subsequent to an investigation and hearing, conducted pursuant to the notice, the committee filed with the Administrator a report containing its findings of fact and recommendations with respect to the matters referred to it. Accordingly, as authorized and required by section 8 of the act and General Order No. 45-A of the Secretary (15 F. R. 3290), (1) the recommendations of the committee are hereby published in the following amendments to the Code of Federal Regulations, and (2) effective September 14, 1956, Part 689 of Title 29 is amended to read as follows:

Sec.
689.1 Definition of the sugar manufacturing industry in Puerto Rico.

689.2 Wage rate.

689.3 Notices.

AUTHORITY: §§ 689.1 to 689.3 issued under sec. 8, 52 Stat. 1064, as amended; 29 U. S. C. 208. Interpret or apply sec. 5, 52 Stat. 1064, as amended; 29 U. S. C. 205.

§ 689.1 *Definition of the sugar manufacturing industry in Puerto Rico.* The sugar manufacturing industry in Puerto Rico to which this part shall apply is hereby defined as follows: The production of raw sugar, cane juice, molasses and refined sugar, and incidental by-products and all railroad transportation activities carried on by a producer of any of these products (or by any firm owned or controlled by, or owning and controlling such producer, or by any firm owned or controlled by the parent company of such producer), where the railroad transportation activities are in

whole or in part used for the production or shipment of the products of the industry, and any transportation activities by truck or other vehicle performed by a producer of the products of the industry in connection with the production or shipment of such products by such producer: *Provided, however,* That the industry shall not include any transportation activity covered by the wage orders for the shipping industry, or the railroad, railway express and property motor transport industry in Puerto Rico, or any transportation activity to which the agricultural exemption contained in section 13 (a) (6) of the act is applicable.

§ 689.2 Wage rates. Wages at a rate of not less than 90 cents an hour shall be paid under section 6 of the Fair Labor Standards Act of 1938, as amended, by every employer to each of his employees in the sugar manufacturing industry in Puerto Rico who is engaged in commerce or in the production of goods for commerce.

§ 689.3 Notices. Every employer subject to the provisions of § 689.2 shall post in a conspicuous place in each department of his establishment where employees subject to the provisions of § 689.2 are working such notices of this order as shall be prescribed from time to time by the Administrator of the Wage and Hour Division of the United States Department of Labor and shall give such other notice as the Administrator may prescribe.

Signed at Washington, D. C., this 23d day of August 1956.

NEWELL BROWN,
Administrator,
Wage and Hour Division.

[F. R. Doc. 56-6957; Filed, Aug. 28, 1956;
8:52 a. m.]

TITLE 47—TELECOMMUNICATIONS

Chapter I—Federal Communications Commission

[Rules Amdt. 7-12]

PART 7—STATIONS ON LAND IN THE MARITIME SERVICES

OPERATIONAL DESIGNATOR FOR CERTAIN COAST STATIONS

In the matter of amendment of Part 7 of the Commission's rules to include therein a new operational designator for certain coast stations.

The Commission having under consideration the above-captioned matter:

It appearing that a new operational designator ("L") is now being used on coast station licenses to indicate that certain coast stations render local service on a frequency assignment above 30 Mc, as well as on other frequencies; and

It further appearing that the definitions in Part 7 should be amended in order to reflect this new operational designator; and

It further appearing that because the amendment is minor in nature and merely conforms the Commission's rules to the current licensing procedure, com-

pliance with the public notice and rule making procedure prescribed by sections 4 (a) and (b) of the Administrative Procedure Act is unnecessary; and

It further appearing that since the amendment is non-substantive in nature, compliance with the effective date provisions of section 4 (c) of the Administrative Procedure Act is not required;

It is ordered, This 21st day of August 1956, that, pursuant to authority contained in section 303 (a) and (r) of the Communications Act of 1934, as amended, and section 0.341 (a) of the Commission's Statement of Organization, Delegations of Authority and Other Information § 7.3 (k) is amended, effective August 28, 1956, by inserting therein operational designator "(L)" with a brief explanation of its function. As amended, § 7.3 (k) reads as follows:

(k) *Operational designator.* The letter "A", "B", or "F", appended to the term "class I", "class II", or "class III", as these terms are defined in paragraphs (h), (i), and (j) of this section, designates that the coast station is licensed to render its normal service by means of (A) telegraphy, (B) telephony, or (F) facsimile. The designator "L" means "local" and is used to indicate (in lieu of a separate class III coast station license for the same station) that a class I or a class II station provides maritime mobile service of a local character on a frequency or frequencies above 30 Mc in addition to its service on other frequencies. Operational designators are used individually or in combinations of two or more, as may be appropriate to a particular coast station. Examples of coast station classification for regulatory and administrative purposes in accordance with these rules: Public I-A, Public III-B, Limited II-A, Limited III-BF, Public II-AB, Public II-BL, Public I-AL, etc.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interprets or applies sec. 303, 49 Stat. 1082, as amended; 47 U. S. C. 303)

Released: August 23, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] DEE W. PINCOCK,
Acting Secretary.

[F. R. Doc. 56-6933; Filed, Aug. 28, 1956;
8:47 a. m.]

TITLE 50—WILDLIFE

Chapter I—Fish and Wildlife Service, Department of the Interior

PART 8—PROCLAMATIONS DESIGNATING AREAS CLOSED TO HUNTING

CERTAIN LANDS AND WATERS ADJACENT TO ARANSAS NATIONAL WILDLIFE REFUGE, TEXAS; CLOSED AREAS UNDER MIGRATORY BIRD TREATY ACT

By virtue of and pursuant to the Migratory Bird Treaty Act of July 3, 1918 (40 Stat. 755), and Reorganization Plan II (53 Stat. 1431), and in accordance with the provisions of the Administrative Procedure Act of June 11, 1946 (60 Stat. 238), I, Fred G. Aandahl, Acting Secretary of the In-

terior, having due regard to the zones of temperature and to the distribution, abundance, economic value, breeding habits, and times and lines of migratory flight of migratory birds included in the terms of the convention between the United States and Great Britain for the protection of migratory birds, concluded August 16, 1916, and the convention between the United States and the United Mexican States for the protection of migratory birds and game mammals, concluded February 7, 1936, do hereby designate as closed area in or on which pursuing, hunting, taking, capturing, or killing of migratory birds, or attempting to take, capture, or kill migratory birds is not permitted, said area identified and described as follows:

All those parts of the waters of San Antonio Bay, Aransas Bay, and St. Charles Bay, including islands lying therein, in Aransas and Calhoun Counties, Texas, immediately contiguous to and abutting upon lands of the United States (Aransas National Wildlife Refuge) within the following-described limits:

Beginning at a point, in the westerly boundary of the Aransas National Wildlife Refuge, at the head of St. Charles Bay, on the right or west bank and at the mouth of Twin (Willow) Creek, said point being marked by a U. S. Fish and Wildlife Service standard concrete monument number "29";

Thence, with part of the westerly boundary of said national wildlife refuge, upstream with the west bank meanders of Twin (Willow) Creek, approximately 122.30 chains to monument number "23";

Thence seventeen (17) courses with the westerly and northerly boundaries of the Aransas National Wildlife Refuge, crossing Blackjack Peninsula,

N. 13° 39' E., 48.90 chains to an iron pipe monument;

N. 18° 06' E., 42.81 chains to an iron pipe monument;

N. 12° 13' E., 2.271 chains to concrete monument number "22";

S. 00° 49' E., 80.08 chains to concrete monument number "21";

N. 89° 12' E., 94.53 chains to concrete monument number "20";

N. 00° 43' W., 39.85 chains to concrete monument number "19";

N. 89° 11' E., 119.08 chains to concrete monument number "18";

N. 00° 51' W., 80.04 chains to concrete monument number "17";

N. 89° 15' E., 120.03 chains to concrete monument number "16";

N. 00° 44' W., 61.58 chains to concrete monument number "15";

N. 89° 07' E., 76.70 chains to an iron pipe monument;

S. 1° 30' E., 40.44 chains to an iron pipe monument;

S. 89° 28' E., 40.27 chains to concrete monument number "13";

South, 0.352 chain to an iron pipe monument;

East, 0.188 chain to an iron pipe monument;

S. 00° 28' E., 6.85 chains to concrete monument number "12";

N. 89° 31' E., 163.06 chains to a point on Webb Point on the west shore of San Antonio Bay, said point being marked by a concrete monument No. "11"; from which U. S. Coast and Geodetic Survey triangulation station "Nettle" bears N. 13° 46' E., 51.46 chains distant;

Thence leaving the boundary of said national wildlife refuge and continuing in San Antonio Bay,

N. 89° 31' E., 20.00 chains to a point;

S. 30° 57' W., 108.05 chains to a point on an unnamed reef;

S. 24° 52' E., 79.08 chains to a point on Dagger Reef;

S. 34° 04' E., 85.83 chains to a point on V Reef;

S. 38° 23' E., 159.29 chains to an intersection with the southeasterly right-of-way boundary of the Louisiana-Texas Intracoastal Waterway;

Thence continuing in San Antonio Bay with the southeasterly right-of-way boundary of the Louisiana-Texas Intracoastal Waterway;

S. 51° 10' 32" W., 157.41 chains to a point near the west shore of San Antonio Bay at False Live Oak Point from which point the U. S. Coast and Geodetic Survey triangulation station "Live" bears N. 35° 15' E., 8.22 chains distant;

Thence leaving said right-of-way boundary and continuing in San Antonio Bay,

S. 42° 53' W., 402.76 chains to a point in Ayres Bay from which point the U. S. Coast and Geodetic Survey triangulation station "Mullet" bears North 10.00 chains distant;

Thence crossing Ayres Bay and Back Bay,

S. 51° 56' W., 206.01 chains to Daybeacon Pointer No. 7 northeast of Cedar Point in the southerly right-of-way boundary and angle point of the Old Intracoastal Canal;

Thence three (3) courses with said right-of-way boundary crossing Mud Bay into Aransas Bay;

S. 50° 25' W., 58.04 chains to Daybeacon Pointer No. 9;

S. 27° 12' W., 97.05 chains to Daybeacon Pointer No. 13;

S. 37° 37' W., 94.91 chains to Daybeacon Pointer No. 19;

Thence leaving said canal and continuing in Aransas Bay, West 275.00 chains to a point south of Blackjack Point;

N. 14° 42' W., 69.94 chains to a point in East Pocket northwest of Blackjack Point;

N. 13° 53' E., 234.62 chains to a point in St. Charles Bay opposite Egg Point;

Thence continuing in St. Charles Bay;

N. 30° 00' E., 180.00 chains to a point opposite Big Sharp Point;

N. 25° 00' W., 130.00 chains to a point opposite Melle Dietrich Point;

N. 30° 00' E., 330.00 chains to the place of beginning.

In accordance with section 4 (c) of the Administrative Procedure Act, this regulation is effective 30 days after date of publication and it shall on that date supersede the regulation designating as a closed area certain lands and water adjacent to or in the vicinity of the Aransas National Wildlife Refuge, Texas, issued by the Acting Secretary of the Interior on March 31, 1941, and approved by the President by Proclamation No. 2478 of April 15, 1941 (6 F. R. 1995).

Issued at Washington, D. C., this 23d day of August 1956.

FRED G. AANDAHL,

Acting Secretary of the Interior.

[F. R. Doc. 56-6929; Filed, Aug. 28, 1956; 8:46 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 903]

[Docket No. AO-10-A21]

HANDLING OF MILK IN ST. LOUIS, MO., MARKETING AREA

DECISION WITH RESPECT TO PROPOSED AMENDMENT OF TENTATIVE MARKETING AGREEMENT AND ORDER, AS AMENDED

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held at St. Louis, Missouri, on July 26, 1956, pursuant to notice thereof issued on July 17, 1956, and published in the FEDERAL REGISTER on July 20, 1956 (21 F. R. 5447).

The material issues of record are concerned with:

1. The pricing of Class I milk; and
2. The need for prompt action by the Secretary with respect to Issue No. 1.

Findings and conclusions—1. Class I price. The amount of Class I price adjustment per percentage point of indicated undersupply or oversupply in the market should be continued at a rate of 5 cents per point through November 1956, with a limit of plus or minus 45 cents per hundredweight.

The supply-demand adjustment is one of the components of the Class I pricing formula. In the St. Louis order Class I prices are based upon the value of the milk for manufacturing uses as reflected in a "basic formula price". To this manufacturing value is added a Class I differential which varies seasonally from a low of 70 cents per hundredweight during the flush production months to a high of \$1.45 in the months of lowest production. These differentials are further subject to a supply-demand adjustment which automatically reduces the

Class I price when supplies are above normal in relation to sales and raises the price when supplies are below normal.

The permanent rates of supply-demand adjustment provided in the order are 3 cents per point of indicated oversupply or undersupply during the three short production months of September, October, and November, 1 cent per point during the flush months of April, May, and June, and 2 cents per point during the intermediate months of December, January, February, March, July, and August. However, as a result of a hearing held in October 1955, the order was amended, effective December 1, to provide a rate of 4 cents per point during April, May, and June 1956, and 5 cents per point in all other months through August 1956.

These higher rates were based principally on the prospective results of a requirement by the St. Louis Health Department that milk received from producers at milk plants be not over 50 degrees Fahrenheit. It was then apparent that many producers had to undertake significant additional investments in cooling equipment to meet the requirements and that some of them might seek other markets or terminate their dairy operations in preference to making the necessary investment.

The conditions which prompted the increased rate of supply-demand adjustment are still operating in the market and require extension of the higher rates for the next three months. The 12-month moving average of supplies in relation to sales has been declining steadily since the period ending October 1954. It has averaged 117 percent for the 12-month period ending June 1956 as compared with a "normal" of 125 percent. It was testified that the 50-degree requirement has been a significant factor in the failure of supplies to keep pace with Class I sales. Many farmers have purchased highly efficient bulk coolers. In December 1955, 11.3 percent of the total supply came from farm-

ers so equipped and by June 1956 this proportion has risen to 29.7 percent. However, many producers have not been willing or able to make the large additional investments involved in conversion to bulk tank. Alternative markets have been particularly attractive in recent months, especially to producers whose farms are located in or near Illinois. The Illinois legislature has approved a requirement that all milk sold for fluid purposes within the State after July 1, 1957, must meet Grade A standards. As a result, milk dealers in Southwestern Illinois cities have been soliciting St. Louis Grade A shippers in order to assure themselves of an adequate supply by the effective date of the new enactment. The 50-degree ordinance of the St. Louis Health Department is being actively enforced. The milk delivered by individual producers is checked frequently and some producers had already received a second warning at the time of the hearing. The problem involves the farm-to-plant hauling of the milk as well as its care at the farm; one producer whose milk was in excess of 50 degrees upon receipt at the plant had shipped it at 38 degrees. Some haulers are helping to meet the requirement by picking up the milk in the evenings, icing their loads, or installing mechanical refrigeration on their trucks, but any extensive alterations on their part involve additional costs which must be passed back to the farmer.

The effects of the pricing action herein contained will automatically be adjusted in proportion to the amount by which supplies remain less than normal in relation to Class I sales. The supply-demand adjustment for July 1956 was based on utilization data for the 12-month period ending May 31, 1956. This percentage was 117, 8 points less than the normal of 125. In addition, pursuant to the amendments of December 1, 1955, the fact that supplies were 1 point shorter for the 12 months ending May than for the 12 months ending February

1956 made a total deficit of 9 points. At 5 cents per point of indicated undersupply, the supply-demand adjustment was plus 45 cents. If the same relationships continue, the use of a 5-cent rate instead of a 3-cent rate will increase Class I prices by 18 cents per hundredweight through November 1956. However, if supplies increase in relation to sales, the amount of supply-demand adjustment will be rather rapidly diminished.

It appears that this action will maintain St. Louis prices in appropriate relationship to those under the Chicago order. If present supply-demand relationships continue, there will be a supply-demand adjustment of minus 6 cents under the Chicago order and one of plus 45 cents under the St. Louis order for the months of September-November. The Class I price for St. Louis would then exceed the Chicago Class I price by 81 cents per hundredweight in September, October, and November 1956. Hauling costs, less location adjustments under the Chicago order at plants from which milk was procured in 1955 approximate 45 cents. In addition, plant charges on irregular shipments such as these are commonly larger than at the St. Louis country plants which regularly supply bulk milk to the bottling plants. In late 1955 the extra plant charges incurred by one of the handlers averaged 45 cents in September, 50 cents in October, 38 cents in November, and 29 cents in December. These amounts, plus the hauling charges, make the prospective net cost of Chicago to St. Louis handlers milk higher than the cost of producer milk through December.

The range of action of the supply-demand adjustment has been limited to plus or minus 45 cents. Under the marketing conditions in prospect for the next three months an addition of 45 cents appears to be as great as competitive relationships with other areas, especially Chicago, will allow. Limits of this magnitude are common in the supply-demand adjustments in other markets. Any greater departure from normal in supply-demand relationships should be considered at an amendment proceeding where the level of the Class I price and all other features of the order could be fully explored.

2. Prompt action. The due and timely execution of the function of the Secretary under the act imperatively and unavoidably requires the omission of a recommended decision by the Deputy Administrator, Agricultural Marketing Service, and the opportunity for exceptions thereto, on the above issue.

The conditions complained of are such that it is urgent that remedial action be taken as soon as possible. It is therefore found that good cause exists for omission of the recommended decision in order to inform interested parties of the conclusions reached. Uncertainty on the part of interested parties might lead to instability in the market. Knowledge of the action decided upon by the Secretary will permit those affected to adjust their operations promptly in accordance with such decision.

Delay beyond September 1, 1956, will defeat the purpose of the amendment.

Accordingly, the time necessarily involved in the preparation, filing, and publication of a recommended decision, and exceptions thereof, would make such relief substantially ineffective and therefore should be eliminated in this instance. The notice of hearing stated that consideration would be given to the question of whether economic and marketing conditions require emergency action with respect to any or all amendments deemed necessary as a result of the hearing. Action under the procedure described above was requested by proponents at the hearing.

Rulings on proposed findings and conclusions. Briefs which were filed on behalf of interested parties contained statements of fact, proposed findings and conclusions, and arguments with respect to the provisions of the proposed amendment. Every point covered in the briefs was carefully considered along with the evidence in the record in making the findings and reaching the conclusions hereinbefore set forth. To the extent that the findings and conclusions proposed in the briefs are inconsistent with the findings and conclusions contained herein, the request to make such findings or to reach such conclusions is denied on the basis of the facts found and stated in connection with the conclusions in this decision.

General findings. (a) The proposed marketing agreement and the order, as amended, and as hereby proposed to be further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(b) The parity prices of milk as determined pursuant to section 2 of the act are not reasonable in view of the price of feeds, available supplies of feeds and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the proposed marketing agreement and in the order, as amended, and as hereby proposed to be further amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk and be in the public interest; and

(c) The proposed marketing agreement and the order, as amended, and as hereby proposed to be further amended, will regulate the handling of milk in the same manner as, and are applicable only to persons in the respective classes of industrial and commercial activity specified in, the said marketing agreement upon which a hearing has been held.

Determination of representative period. The month of June 1956 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the order amending the order, as amended, now in effect, regulating the handling of milk in the St. Louis marketing area, in the manner set forth in the attached amending order is approved or favored by producers who, during such period, were engaged in the production of milk for sale in the marketing area specified in such marketing order.

Marketing agreement and order, as amended. Annexed hereto and made a

part hereof are two documents entitled, respectively, "Marketing Agreement Regulating the Handling of Milk in the St. Louis, Missouri, Marketing Area," and "Order Amending the Order, as Amended, Regulating the Handling of Milk in the St. Louis, Missouri, Marketing Area," which have been decided upon as the detailed and appropriate means of effecting the foregoing conclusions. These documents shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and orders have been met.

It is hereby ordered, That all of this decision, except the attached marketing agreement, be published in the FEDERAL REGISTER. The regulatory provisions of said marketing agreement are identical with those contained in the order as hereby proposed to be amended by the attached order which will be published with this decision.

This decision filed at Washington, D. C., this 24th day of August 1956.

[SEAL]

TRUE D. MORSE,
Acting Secretary.

Order Amending the Order, as Amended, Regulating the Handling of Milk in the St. Louis, Missouri, Milk Marketing Area

§ 903.0 Findings and determinations. The findings and determinations herein-after set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order, and of the previously issued amendments thereto and all said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) **Findings upon the basis of the hearing record.** Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order, as amended, regulating the handling of milk in the St. Louis, Missouri, marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order, as amended, and as hereby further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The parity prices of milk as determined pursuant to section 2 of the act are not reasonable in view of the price of feeds, available supplies of feeds and other economic conditions which affect

¹ This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and orders have been met.

market supply of and demand for milk in the said marketing area, and the minimum prices specified in the order, as amended, and as hereby further amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk and be in the public interest; and

(3) The said order, as amended, and as hereby further amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof the handling of milk in the St. Louis, Missouri, marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended, as follows:

In § 903.51 (a) (2) delete the proviso and substitute therefor the following: "Provided, That for the months of September, October, and November, 1956 such rate shall be five cents and the maximum amount shall be plus or minus 45 cents."

[P. R. Doc. 56-6042; Filed, Aug. 28, 1956, 8:48 a. m.]

[7 CFR Part 919]

[Docket No. AO-249-A2]

HANDLING OF MILK IN SOUTHWEST KANSAS MARKETING AREA

DECISION WITH RESPECT TO PROPOSED AMENDMENT OF TENTATIVE MARKETING AGREEMENT AND ORDER, AS AMENDED

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held at Dodge City, Kansas, on August 8, 1956, pursuant to notice thereof dated July 31, 1956, and published in the FEDERAL REGISTER on August 3, 1956 (21 F. R. 5807).

The material issues of record are concerned with:

1. The pricing of Class I milk for the period September-November 1956; and

2. The need for immediate action by the Secretary with respect to issue No. 1.

Findings and conclusions. The following findings and conclusions are based upon evidence in the record of the hearing:

1. **Class I price.** The Class I price should be increased by 25 cents per hundredweight during the months of September, October, and November 1956.

The producers regularly supplying the Southwest Kansas marketing area face exceptionally unfavorable production conditions. These conditions are so widespread and serious that they threaten to impair the maintenance of adequate supplies of milk for the market.

The Department's report of pasture feed conditions as of July 1 indicates that

pasture conditions throughout almost the entire milkshed were less than 35 percent of normal, a condition characterized as one of "extreme drought". Official notice is taken of the report of pasture feed conditions as of August 1, showing that conditions in the milkshed varied from "extreme drought" to "severe drought", a term applying to pastures ranging from 35 to 50 percent of normal.

Twenty-five counties in Western and Southwestern Kansas have been declared as drought disaster areas by the Department and farmers are eligible to purchase feed grains at a discount upon appropriate certification. Almost the entire Southwestern Kansas milkshed is within this drought disaster territory.

Individual producers described the impact of these officially reported conditions on their own operations. The almost complete lack of pasture and the failure of feed and forage crops have left dairymen largely dependent on purchased concentrates and roughages. These add greatly to the cash costs of producing milk. It appears that only the lack of any more favorable alternative farm enterprises have kept many milk producers in business.

Substantial quantities of other source milk were drawn upon by Southwest Kansas handlers during the months of September, October, and November 1955. They were equal to approximately 10 percent of the total supply of milk during that period, and prospects are that similarly large quantities will need to be drawn upon in the same months of 1956. During June 1956, supplies were 2.4 percent less in relation to sales than in June 1955, although official notice is taken of the fact that in July 1956 supplies were 9.9 percent greater in relation to sales than in July 1955.

Farmers supplying the Southwest Kansas market need some encouragement under the present adverse conditions to maintain production at as near normal levels as possible. The increase in the Class I prices provided herein will restore prices to approximately the July 1956 level.

The limiting factor in the amount of price increase is the close relationship between the Southwest Kansas and the Wichita markets. At the time of the original hearing on an order for the Southwest Kansas area, there was already considerable competition with Wichita handlers, both in the sale and procurement of milk. Based upon such competition, Class I prices in Southwest Kansas were set at the same level as the Wichita Class I prices. Since the inception of this order, the competition has become even more widespread. One of the Wichita handlers now distributes milk over virtually the entire Southwest Kansas area. In recent months, another Wichita handler has begun to compete for sales in the eastern portion of this marketing area. The Wichita market is also a source of supplemental supplies. A considerable proportion of other source milk obtained by Southwest Kansas handlers in the fall of 1955 was from Wichita. The Wichita market currently has larger supplies than are needed for Class I uses and it appears

likely that this market would again be drawn upon for supplemental milk.

It is approximately 160 miles from Wichita to Dodge City, which is roughly the geographic center of the Southwest Kansas marketing area. Frequently quoted contract rates for transporting bulk milk in large tank trucks approximate 1.5 to 1.8 cents per hundredweight per 10 miles. These rates are also in line with the cost quoted by the cooperative association for transporting milk in a tank truck owned by the association. It is apparent, therefore, that the bulk supplemental milk obtained from Wichita would cost from 24 to 29 cents per hundredweight more than milk from local producers. No evidence was presented at the hearing relative to the additional costs incurred by Wichita handlers in moving packaged milk to the Southwest Kansas area. It is, however, apparent that any Southwest Kansas handlers covering the entire market also incur comparatively large hauling costs. It is concluded that an increase of 25 cents in the Class I price for the 3 months will not too seriously disrupt competitive relationships between the Southwest Kansas and the Wichita handlers and that such increase should be granted to help offset adverse production conditions.

2. **Prompt action.** The due and timely execution of the function of the Secretary under the act imperatively and unavoidably requires the omission of a recommended decision by the Deputy Administrator, Agricultural Marketing Service, and the opportunity for exceptions thereto, on the above issue.

The conditions complained of are such that it is urgent that remedial action be taken as soon as possible. It is therefore found that good cause exists for omission of the recommended decision in order to inform interested parties of the conclusions reached. Uncertainty on the part of interested parties might lead to instability in the market. Knowledge of the action decided upon by the Secretary will permit those affected to adjust their operations promptly in accordance with such decision.

Delay beyond September 1, 1956, will defeat the purpose of the amendment. Accordingly, the time necessarily involved in the preparation, filing, and publication of a recommended decision, and exceptions thereof, would make such relief substantially ineffective and therefore should be eliminated in this instance. The notice of hearing stated that consideration would be given to the question of whether economic and marketing conditions require emergency action with respect to any or all amendments deemed necessary as a result of the hearing. Action under the procedure described above was requested by proponents at the hearing.

Rulings on proposed findings and conclusions. Briefs which were filed on behalf of interested parties contained statements of fact, proposed findings and conclusions, and arguments with respect to the provisions of the proposed amendment. Every point covered in the briefs was carefully considered along with the evidence in the record in mak-

ing the findings and reaching the conclusions hereinbefore set forth. To the extent that the findings and conclusions proposed in the briefs are inconsistent with the findings and conclusions contained herein, the request to make such findings or to reach such conclusions is denied on the basis of the facts found and stated in connection with the conclusions in this decision.

General findings. (a) The proposed marketing agreement and the order, as amended, and as hereby proposed to be further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(b) The parity prices of milk as determined pursuant to section 2 of the act are not reasonable in view of the price of feeds, available supplies of feeds and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the proposed marketing agreement and in the order, as amended, and as hereby proposed to be further amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk and be in the public interest; and

(c) The proposed marketing agreement and the order, as amended, and as hereby proposed to be further amended, will regulate the handling of milk in the same manner as, and are applicable only to persons in the respective classes of industrial and commercial activity specified in, the said marketing agreement upon which a hearing has been held.

Determination of representative period. The month of June 1956 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the order amending the order, as amended, regulating the handling of milk in the Southwest Kansas marketing area, in the manner set forth in the attached amending order, is approved or favored by producers, as defined in the order, as amended, and as proposed hereby to be further amended, who during such representative period were engaged in the production of milk for sale in the marketing area as defined in the order, as amended, and as proposed hereby to be further amended.

Marketing agreement and order, as amended. Annexed hereto and made a part hereof are two documents entitled, respectively, "Marketing Agreement Regulating the Handling of Milk in the Southwest Kansas Marketing Area," and "Order Amending the Order, as Amended, Regulating the Handling of Milk in the Southwest Kansas Marketing Area," which have been decided upon as the detailed and appropriate means of effectuating the foregoing conclusions. These documents shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and orders have been met.

It is hereby ordered, That all of this decision, except the attached marketing agreement, be published in the FEDERAL REGISTER. The regulatory provisions of

said marketing agreement are identical with those contained in the order as hereby proposed to be amended by the attached order which will be published with this decision.

This decision filed at Washington, D. C., this 24th day of August 1956.

[SEAL]

TRUE D. MORSE,
Acting Secretary.

Order Amending the Order, as Amended, Regulating the Handling of Milk in the Southwest Kansas Marketing Area

§ 919.0 Findings and determinations. The findings and determinations herein-after set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order, and of the previously issued amendments thereto and all said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) Findings upon the basis of the hearing record. Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order, as amended, regulating the handling of milk in the Southwest Kansas marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order, as amended, and as hereby further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The parity prices of milk as determined pursuant to section 2 of the act are not reasonable in view of the price of feeds, available supplies of feeds and other economic conditions which affect market supply of and demand for milk in the said marketing area, and the minimum prices specified in the order, as amended, and as hereby further amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk and be in the public interest; and

(3) The said order, as amended, and as hereby further amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial and commercial activity specified in a marketing agreement upon which a hearing has been held.

Order relative to handling. It is therefore ordered, that on and after the effective

¹ This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and orders have been met.

date hereof the handling of milk in the Southwest Kansas marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended, as follows:

Change the period at the end of § 919.51 (a) to a colon and add the following: "Provided, That during each of the months of September, October, and November 1956, such price should be increased by 25 cents per hundred-weight."

[F. R. Doc. 56-6954; Filed, Aug. 28, 1956; 8:51 a. m.]

[7 CFR Part 939]

HANDLING OF BEURRE D'ANJOU, BEURRE BOSC, WINTER NELIS, DOYENNE DU COMICE, BEURRE EASTER, AND BEURRE CLAIRGEAU PEARS GROWN IN OREGON, WASHINGTON, AND CALIFORNIA

EXPENSES AND FIXING OF RATE OF ASSESSMENT FOR 1956-57 FISCAL PERIOD

Consideration is being given to the following proposals which were submitted by the Control Committee, established under the marketing agreement, as amended, and Order No. 39, as amended (7 CFR Part 939), regulating the handling of Beurre d'Anjou, Beurre Bosc, Winter Nelis, Doyenne du Comice, Beurre Easter, and Beurre Clairgeau varieties of pears grown in Oregon, Washington, and California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), as the agency to administer the terms and provisions thereof:

(a) That the Secretary of Agriculture find that expenses not to exceed \$28,657.50 are likely to be incurred by said committee during the fiscal period beginning July 1, 1956, and ending June 30, 1957, both dates inclusive, for its maintenance and functioning under the aforesaid amended marketing agreement and order; and

(b) That the Secretary of Agriculture fix, as the pro rata share of such expenses which each handler shall pay in accordance with the provisions of the aforesaid amended marketing agreement and order during the aforesaid period, the rate of assessment at six mills (\$0.006) per standard western pear box of pears or its equivalent of pears in other containers or in bulk, shipped by such handler during said fiscal period.

All persons who desire to submit written data, views, or arguments for consideration in connection with the aforesaid proposals may do so by mailing the same to the Director, Fruit and Vegetable Division, Agricultural Marketing Service, Room 2077, South Building, Washington 25, D. C., not later than the 10th day after the publication of this notice in the FEDERAL REGISTER.

Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: August 24, 1956.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable
Division, Agricultural Market-
ing Service.

[F. R. Doc. 56-6955; Filed, Aug. 28, 1956;
8:52 a. m.]

CIVIL AERONAUTICS BOARD

[14 CFR Part 241]

[Economic Regs. Draft Release No. 83]

REVISED UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

ACCOUNTING AND REPORTING FOR DEFENSE AND OTHER NONSCHEDULED OPERATIONS

AUGUST 24, 1956.

Notice is hereby given that the Civil Aeronautics Board has under consideration amendment of the accounting and reporting requirements of Part 241 of the Economic Regulations (14 CFR Part 241). This proposed rule prescribes uniform accounting and reporting requirements for nonscheduled transport services of the certificated air carriers, including operations conducted for the defense establishment, and would be incorporated into the uniform system which becomes effective on January 1, 1957.

The principal features of the proposed amendment are explained in the Explanatory Statement set forth below, and the proposed revision to Part 241 is also set forth below.

This regulation is proposed under authority of sections 205 (a) and 407 of the Civil Aeronautics Act of 1938, as amended (52 Stat. 984, 1000; 49 U.S.C. 425, 487).

Interested persons may participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate and addressed to the Secretary, Civil Aeronautics Board, Washington 25, D. C. All communications received on or before the thirtieth day following the date of publication of the proposed rule in the FEDERAL REGISTER will be considered by the Board before taking further action thereupon. Copies of such communications will be available for examination by interested persons in the Docket Section of the Board, Room 5412, Commerce Building, Washington, D. C.

By the Civil Aeronautics Board.

[SEAL] JOHN B. RUSSELL,
Acting Secretary.

Explanatory statement. In Draft Release No. 68, dated July 6, 1954, which proposed a Revised Uniform System of Accounts and Reports for Certificated Air Carriers, the Board gave notice that changes in the accounting and reporting requirements with respect to defense contract activities would be deferred for later modification in order to conform them to the revised accounting and reporting system adopted by the Board.

The revised uniform system was adopted on April 30, 1956, to be effective January 1, 1957.

In reviewing the needs of the Board with respect to the accounting and reporting requirements for defense activities it was apparent that a review of the requirements for all nonscheduled transport and non-common carrier activities was also desirable. After consideration of these over-all requirements, it appears that certain modifications of the accounting and reporting system are required to achieve consistency in the principles to be applied to both defense and other special nonscheduled transport activities.

The major provisions of the proposed rule, which encompasses the accounting and reporting requirements for all nonscheduled transport services, are as follows:

1. The name of profit and loss account 07 Charter has been changed to 07 Charter and Special. It is intended that this account include gross revenues from all nonscheduled transport services, whether derived at published tariff or contractual rates, where the responsibility for providing transportation rests in the air carrier and the remuneration paid by the party receiving transportation for the exclusive use of the aircraft accrues directly to the air carrier.

Expenses associated with the operation of such nonscheduled transport services would be included, in gross, in the appropriate transport operations expense accounts.

2. Revenues and related expenses, associated with flight facilities furnished or operated by the air carrier, where the responsibility for providing transportation rests in others and the remuneration paid by the party receiving transportation accrues directly to others would continue to be included in classification 4600 Incidental Revenues—Net.

3. Nonscheduled transport services may become of such magnitude as to distort the results of regularly scheduled certificated services. The proposed rule sets forth a standard to define this magnitude. Where such distortion occurs, the Board is handicapped in its regulatory functions to the extent that the nonscheduled services are not separately identified in CAB Form 41 reports. Consequently, such services would be reported on appropriate schedules of CAB Form 41 in the same manner as if conducted by a separate transport entity.

4. A new schedule (D-1), which is essentially the same as the Form 41-D Waiver Report now required, is proposed for reporting in summary form the volume of activities performed for the defense establishment. It is not proposed to require special accounting treatment for nontransport activities conducted for the defense establishment. Accounting for such activities would follow the same accounting procedures as prescribed for other similar nontransport activities. However, both transport and nontransport defense activities would be reported on Schedule D-1.

5. Aircraft days assigned to aircraft rented, leased or loaned to others (ex-

clusive of interchange aircraft), would be reported by aircraft type as a footnote to Schedule T-3 Quarterly Statement of Aircraft Operating Statistics.

6. Under the proposed procedure information related to defense operations may be accorded a restricted classification when, and as, required by the national interest without disturbing standard operating and accounting practices or comparability with results during periods in which defense operations are not classified.

It is proposed to revise Part 241 of the Economic Regulations (14 CFR Part 241) which will become effective January 1, 1957, in the following respects:

1. By amending account 07 of § 241.12 to read as follows:

07 Charter and Special. (a) Record here the revenue from nonscheduled transport services provided by the accounting air carrier where the party receiving the transportation obtains exclusive use of an aircraft at either published tariff or other contractual rates and the remuneration paid by the party receiving transportation accrues directly to, and the responsibility for providing transportation is that of, the air carrier.

(b) This account shall not include revenues or fees received from other air carriers or others for flight facilities furnished or operated by the accounting air carrier where the remuneration paid by the party receiving transportation accrues directly to, and the responsibility for providing transportation is that of, other air carriers or others. Such revenues and related expenses shall be included in profit and loss accounts 11 Rents, 13 Interchange Sales-Associated Companies, 15 Interchange Sales-Outside, or 18 Other Incidental Revenues, as appropriate.

2. By amending account 18 of § 241.12 to read as follows:

18. Other Incidental Revenues. (a) Record here revenues from and expenses related to incidental services not provided for in profit and loss accounts 10 through 17, inclusive, such as revenues and expenses incident to flight facilities operated by the accounting air carrier, except those operated under aircraft interchange agreements, where the remuneration paid by the party receiving transportation accrues directly to, and the responsibility for providing transportation is that of, other air carriers or others; and revenues and expenses incident to vending machines, parcel rooms, storage facilities, etc.

(b) Revenues from the rental of property and equipment to others shall not be included in this account but in profit and loss account 11 Rents.

(c) This account shall be subdivided as follows by all air carrier groups:

- 18.1 Gross Revenues.
- 18.2 Depreciation Expense.
- 18.3 Other Expenses.

3. By amending account 19 of § 241.12 to read as follows:

19 Other Operating Revenues. (a) Record here revenues associated with air transportation conducted by the air carrier, not provided for in profit and loss accounts 01 through 09, inclusive, such as revenue from service charges for failure to cancel or for late cancellation of air transportation reservations, revenue from the transportation of corpses, and revenue from nontransportation service charges collected on both revenue and nonrevenue flights.

(b) Revenues derived from aerial photography, advertising, or other special flights shall not be included in this account but in account 07 Charter and Special.

(c) This account shall be subdivided as follows by all air carrier groups:

- 19.1 Reservations Cancellation Fees.
19.2 Miscellaneous Operating Revenues.

4. By amending § 241.21 (i) to read as follows:

(i) The entities for which separate reports are hereinafter prescribed shall be those for which separate reports are being made as of December 31, 1956; provided:

(1) Where the total available ton-miles flown in, or gross revenues from, all non-scheduled transport services of a reporting entity, in any two consecutive calendar quarters exceed, respectively, 10 percent of such volumes of the scheduled transport services of such reporting entity, the air carrier shall make reports of such non-scheduled transport services as if they were conducted by a physically separated transport entity. Such reports shall be made on the appropriate schedules of Form 41 designated for the reporting by separate transport entities of balance sheet, profit and loss, and traffic and capacity elements.

(2) Where a carrier has more than one reporting entity, non-scheduled transport services shall be assigned to the entity to which most closely related and the determination as to whether separate reports for the non-scheduled transport services are required shall be made on the basis of such assignment. However, where separate reports of non-scheduled transport services are not required in accordance with the foregoing, such services shall be included in the reports of the reporting entity to which they are most closely related.

5. By amending the second sentence of paragraph (h), instructions for Schedule T-3 Quarterly Statement of Aircraft Operating Statistics, § 241.25, to read as follows: "It shall not include aircraft which are otherwise rented, leased, or loaned to others, for which aircraft days shall be reported by equipment type as a footnote to this schedule, or aircraft of others used by the air carrier under interchange agreements."

6. By inserting § 241.27 to read as follows:

§ 241.27 National defense elements.

SCHEDULE D-1—SERVICES PERFORMED FOR THE DEFENSE ESTABLISHMENT¹

(a) This schedule shall be filed by all air carrier groups.

(b) Separate sets of this schedule shall be filed for each separate operating entity of the air carrier.

(c) Item 1 or item 2 shall be checked, as appropriate to indicate the status of the operating entity with respect to services performed for the defense establishment.

(d) The volume of services performed for the defense establishment shall be indicated, where item 2 has been checked, by inserting the required information. These data shall not include transportation performed in the air carrier's regularly scheduled transport services. Item 2A, Gross revenues, fees, and reimbursements, shall include all gross revenues and fees, together with reimbursements of expenses which are properly chargeable against income under the principles reflected in this system of accounts, for services performed for the defense establishment. Hours and miles flown in transport services shall be reported by aircraft type in columns (1) and (2) of item 2C.

[F. R. Doc. 56-6958; Filed, Aug. 28, 1956; 8:53 a. m.]

NOTICES

DEPARTMENT OF AGRICULTURE

Office of the Secretary

NORTH DAKOTA

DESIGNATION OF AREA FOR PRODUCTION EMERGENCY LOANS

For the purpose of making production emergency loans pursuant to section 2 (a) of Public Law 38, 81st Congress (12 U. S. C. 1148a-2 (a)), as amended, it has been determined that in Cavalier County, North Dakota, a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named county after June 30, 1957, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D. C., this 24th day of August 1956.

[SEAL]

TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 56-6943; Filed, Aug. 28, 1956; 8:49 a. m.]

ATOMIC ENERGY COMMISSION

[Docket No. F-6]

BATTELLE MEMORIAL INSTITUTE

NOTICE OF ISSUANCE OF FACILITY LICENSE

Please take notice that the Atomic Energy Commission has issued the facility license set forth below to Battelle Memorial Institute, Columbus, Ohio. In accordance with the procedures set forth in the Commission's rules of prac-

tice (10 CFR Part 2), the Commission will direct the holding of a formal hearing upon timely receipt of a request therefor from the applicant or an intervenor.

License; No. R-4. 1. Subject to the conditions and requirements incorporated herein, the Atomic Energy Commission hereby licenses Battelle Memorial Institute, Columbus, Ohio (hereinafter referred to as "the Institute"):

(a) Pursuant to section 104c of the Atomic Energy Act of 1954 (hereinafter referred to as "the act"), and 10 CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities," to possess and operate as a utilization facility the nuclear reactor (hereinafter referred to as "the facility") designated below:

(b) Pursuant to the act and 10 CFR, Chapter I, Part 70, "Special Nuclear Materials Regulations," to receive, possess and use:

(1) 5.2 kilograms of contained uranium 235 in fuel element assemblies as fuel for operation of the facility;

(2) 1.63 grams of contained uranium 235 in neutron measuring instruments incorporated in the facility.

(c) Pursuant to the act and 10 CFR, Chapter I, Part 30, "Licensing of By-Product Material," to possess, but not to separate from the fuel, such special nuclear and by-product material as may be produced from operation of the reactor.

2. This license applies to the nuclear reactor which is owned by the Institute and located at West Jefferson, Ohio, and described in the Institute's application dated May 4, 1955.

3. This license shall be deemed to contain and be subject to the conditions specified in § 50.54 of Part 50 and § 70.32 of Part 70; is subject to all applicable

provisions of the Atomic Energy Act of 1954 and rules, regulations and orders of the Atomic Energy Commission now or hereafter in effect, including the proposed "Standards for Protection Against Radiation" regulation (10 CFR, Part 20) published in the FEDERAL REGISTER July 15, 1955; and is subject to any additional conditions specified or incorporated below.

4. The conditions and requirements contained in Appendix "A", attached hereto, are a part of this license.

5. This license is effective as of the date of issuance and shall expire at midnight, August 5, 1965, unless sooner terminated.

Date of issuance: August 10, 1956.

Dated at Washington, D. C., this 23d day of August 1956.

For the Atomic Energy Commission.

FRANK K. PITTMAN,
Acting Director,
Division of Civilian Application.

APPENDIX "A"

I. Operating restrictions. a. The Institute shall operate the reactor in accordance with the procedures described in its application dated May 4, 1955, and supplements transmitted by the Institute on April 4, 1956 and June 5, 1956.

b. The Institute shall not by-pass any control mechanism during the operation of the facility.

c. The Institute shall not operate the reactor at power levels in excess of 1,000 kilowatts without previous authorization from the Commission.

d. The reactor shall be operated in such a manner that all positive reactivity additions by the shim-safety rods are made by manual manipulation only.

¹ Filed as part of the original document.

e. The fuel loading in the reactor shall be such that the excess reactivity will not exceed that required for operation without experiments at 1,000 kilowatts in the particular operating position being utilized.

II. *Records.* In addition to those otherwise required under this license, the Institute shall keep the following records:

a. Reactor operating records, including power levels.

b. Record of in-pile irradiations.

c. Records showing radioactivity released or discharged into the air or water beyond the effective control of the Institute as measured at the point of such release or discharge.

d. Records of emergency reactor scrams, including reasons for emergency shutdowns.

III. *Reports.* The Institute shall make a prompt report to the Commission of any unusual operating incident of the reactor.

[F. R. Doc. 56-6918; Filed, Aug. 28, 1956; 8:46 a. m.]

[Docket No. F-15]

AEROJET-GENERAL NUCLEONICS

NOTICE OF ISSUANCE OF CONSTRUCTION PERMIT

Please take notice that the Atomic Energy Commission has issued the construction permit set forth below to Aerojet-General Nucleonics, Walnut Creek, California. In accordance with the procedures set forth in the Commission's rules of practice (10 CFR Part 2), the Commission will direct the holding of a formal hearing upon timely receipt of a request therefor from the applicant or an intervenor.

Construction permit; No. CPRR-6. Aerojet-General Nucleonics, Walnut Creek, California (hereinafter "AGN"), on May 28, 1956, filed its application for a Class 104 license defined in § 50.21 of Part 50, 10 CFR, Chapter I, to construct and operate a nuclear reactor (hereafter "the reactor"). Amendments to the application were filed on June 12, 1956, and July 5, 1956. The original application together with said amendments is hereinafter referred to as "the application."

Based on the information submitted by AGN in its application, the Atomic Energy Commission (hereinafter "the Commission") has found that:

(A) The reactor will be a utilization facility as defined in the Commission's regulations contained in 10 CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities."

(B) AGN proposes to utilize the reactor in the conduct of research and development activities of the types specified in section 31 of the Atomic Energy Act of 1954.

(C) AGN is financially qualified to construct and operate the reactor in accordance with the regulations contained in 10 CFR, Chapter I; to assume financial responsibility for the payment of Commission charges for special nuclear material and to undertake and carry out the proposed use of such material for a reasonable period of time.

(D) AGN is technically qualified to design and construct the reactor.

(E) AGN has submitted sufficient information to provide reasonable assurance that the reactor can be constructed

and operated at the proposed location without undue risk to the health and safety of the public and that additional information required to complete its application will be supplied.

Pursuant to the Atomic Energy Act of 1954 and 10 CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities," the Commission hereby issues a construction permit to AGN to construct the reactor as a utilization facility. This permit shall be deemed to contain and be subject to the conditions specified in §§ 50.54 and 50.55 of said regulations; is subject to all applicable provisions of the Atomic Energy Act of 1954 and rules, regulations, and orders of the Atomic Energy Commission now or hereafter in effect; and is subject to any additional conditions specified or incorporated below.

(A) The earliest date for the completion of the reactor is October 1, 1956. The latest date for completion of the reactor is January 1, 1957. The term "completion date" as used herein means the date on which construction of the reactor is completed except for the introduction of the fuel material.

(B) The site proposed for the location of the reactor is the location in San Ramon, Contra Costa County, California, specified in the "Reactor Hazards Evaluation Report and Site Survey for the AGN-201 Nuclear Reactor" submitted by AGN.

(C) The reactor authorized for construction is a self-contained nuclear reactor designed to operate at a power level of 100 milliwatts, using uranium enriched in the isotope uranium 235 as fuel, and designated as AGN-201. The reactor shall be constructed in accordance with design described in the "AGN Model 201 Nuclear Reactor—Preliminary Design Study, May 1956".

The conversion of this permit to a license is subject to submittal by AGN to the Commission (by amendment of the application) of a complete, final Hazards Summary Report. The final Hazards Summary Report must show that the final design provides reasonable assurance that the health and safety of the public will not be endangered by operation of the reactor in accordance with the specified procedures.

Upon completion (as defined in Paragraph "A" above) of the construction of the facility in accordance with the terms and conditions of this permit, upon the filing of any additional information needed to bring the original application up to date, and upon finding that the facility authorized has been constructed in conformity with the application as amended and in conformity with the provisions of the act and of the rules and regulations of the Commission, and in the absence of any good cause being shown to the Commission why the granting of a license would not be in accordance with the provisions of the act, the Commission will issue a Class 104 license to AGN pursuant to section 104c of the Atomic Energy Act of 1954, which license shall expire twenty (20) years after the date of this construction permit.

Date of issuance: August 16, 1956.

Dated at Washington, D. C., this 23d day of August 1956.

For the Atomic Energy Commission.

FRANK K. PITTMAN,

Acting Director,

Division of Civilian Application.

[F. R. Doc. 56-6917; Filed, Aug. 28, 1956; 8:46 a. m.]

[Docket No. F-30]

NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

NOTICE OF APPLICATION FOR UTILIZATION FACILITY LICENSE

Please take notice that on August 20, 1956, the National Advisory Committee for Aeronautics, Washington, D. C., filed an application under section 104c of the Atomic Energy Act of 1954 for a license to construct, possess and operate a nuclear research reactor designed to operate at 60 megawatts and to be located at a site near Sandusky, Ohio.

Dated at Washington, D. C., this 23d day of August 1956.

For the Atomic Energy Commission.

FRANK K. PITTMAN,

Acting Director,

Division of Civilian Application.

[F. R. Doc. 56-6919; Filed, Aug. 28, 1956; 8:46 a. m.]

DEPARTMENT OF THE TREASURY

Fiscal Service, Bureau of Accounts

[Dept. Circ. 570, Rev. Apr. 20, 1943, 1956, Supp. 149]

NATIONAL-BEN FRANKLIN INSURANCE CO. OF PITTSBURGH, PA.

SURETY COMPANY ACCEPTABLE ON FEDERAL BONDS

AUGUST 23, 1956.

A Certificate of Authority has been issued by the Secretary of the Treasury to the following company under the act of Congress approved July 30, 1947, 6 U. S. C. secs. 6-13, as an acceptable surety on Federal bonds. An underwriting limitation of \$813,000.00 has been established for the company. Further details as to the extent and localities with respect to which the company is acceptable as surety on Federal bonds will appear in the next issue of Treasury Department Form 356, copies of which, when issued, may be obtained from the Treasury Department, Bureau of Accounts, Surety Bonds Branch, Washington 25, D. C.

The Certificate of Authority issued this company as of May 1, 1956, to act as a reinsuring company only on Federal bonds under Department Circular No. 297, July 15, 1922, 31 CFR Part 223 is hereby revoked, in view of the company's qualification as a direct writing company.

Name of company, location of principal executive office and State in which incorporated: National-Ben Franklin Insurance

Company of Pittsburgh, Pa., Pittsburgh, Pennsylvania.

[SEAL] A. N. OVERBY,
Acting Secretary of the Treasury.

[F. R. Doc. 56-6950; Filed, Aug. 28, 1956;
8:50 a. m.]

Internal Revenue Service

[Order 37]

CERTAIN OFFICERS AND EMPLOYEES

DELEGATION OF AUTHORITY TO ADMINISTER OATHS AND TO CERTIFY

The following officers and employees are hereby authorized to administer such oaths or affirmations and to certify to such papers as may be necessary under the internal revenue laws or regulations made thereunder:

(a) Assistant Commissioner (Inspection).

(b) Regional Commissioners and District Directors of Internal Revenue.

(c) Assistant Regional Commissioners (Intelligence); Executive Assistants to Assistant Regional Commissioners (Intelligence); Chiefs, Review and Conference Staff, Intelligence Division; and Reviewer Conferees, Intelligence Division.

(d) Assistant Regional Commissioners (Alcohol and Tobacco Tax); Chiefs, Aids to Chiefs, Supervisors in Charge, Assistant Supervisors in Charge, Special Investigators, Investigators, and Inspectors.

(e) Officers and employees of the respective divisions of the Internal Revenue Service designated as follows:

(1) *Collection Division*. Chiefs of the Collection Division, Chiefs of the Delinquent Accounts and Returns Branches, and Group Supervisors.

(2) *Audit Division*. Chiefs of Divisions and Branches, Group Supervisors, all Internal Revenue Agents, and Estate Tax Examiners.

(3) *Intelligence Division*. Chiefs, Assistant Chiefs, Group Supervisors, and all Special Agents.

(4) *Inspection*. Director, Internal Security Division; Assistant Directors, Internal Security Division; Regional Inspectors; and all Internal Security Inspectors.

This Order supersedes Commissioner's Reorganization Order No. 5 (17 F. R. 4587), dated May 15, 1952.

Issued: August 9, 1956.

Effective: August 9, 1956.

[SEAL] RUSSELL C. HARRINGTON,
Commissioner.

[F. R. Doc. 56-6951; Filed, Aug. 28, 1956;
8:50 a. m.]

DEPARTMENT OF DEFENSE

Office of the Secretary of Defense

SECRETARY OF THE ARMY

DELEGATION OF AUTHORITY WITH RESPECT TO CERTIFICATION OF HIGHWAY PROJECTS

The following delegation of authority is promulgated pursuant to the authority

vested in me by subsection 202 (f) of the National Security Act, as amended, 63 Stat. 581; (5 U. S. C. 171a (f)) and Section 5 of Reorganization plan No. 6 of 1953, 67 Stat. 638; (5 U. S. C. 133z-15).

1. There is hereby delegated to the Secretary of the Army full power and authority to act for and in the name of the Secretary of Defense, and to exercise the power and authority of the Secretary of Defense upon any and all matters relating to the certification of highway projects as important to the national defense, on which the Secretary of Defense is authorized to act pursuant to section 308 of the Supplemental Appropriation Act, 1957 (July 27, 1956) Pub. Law 814—84th Cong., 2d session, 70 Stat. 682.

2. All certifications of projects as important to the national defense made pursuant to this delegation shall be deemed to have been made by the Secretary of Defense and with the full power and authority of the Secretary of Defense.

3. The authority delegated herein may be redelegated to the Chief of Transportation, Department of the Army.

Nothing herein shall be construed to change in any respect Department of Defense Directive Number 4500.22 of October 18, 1955.

REUBEN B. ROBERTSON, Jr.,
Deputy Secretary of Defense.

AUGUST 22, 1956.

[F. R. Doc. 56-6927; Filed, Aug. 28, 1956;
8:46 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[66480]

CALIFORNIA

CENTRAL VALLEY PROJECT, CALIFORNIA, ORDER OF REVOCATION

AUGUST 22, 1956.

In Federal Register Document 56-8378, appearing at pages 5943-5944 of the issue for Wednesday, August 8, 1956, the name of the State in paragraph No. 6 of the order should read "California."

EARL J. THOMAS,
Acting Director.

[F. R. Doc. 56-6930; Filed, Aug. 28, 1956;
8:46 a. m.]

Bureau of Reclamation

AMERICAN RIVER DIVISION, CENTRAL VALLEY PROJECT, CALIFORNIA

FIRST FORM RECLAMATION WITHDRAWAL

APRIL 27, 1956.

Pursuant to the authority delegated by Departmental Order No. 2765 of July 30, 1954, I hereby withdraw the following-described lands from public entry, under the first form of withdrawal, as provided by section 3 of the act of June 17, 1902 (32 Stat. 388):

MOUNT DIABLO MERIDIAN, CALIFORNIA

T. 10 N., R. 13 E.,

Sec. 9, N $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$;

Sec. 10, SW $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$ SE $\frac{1}{4}$.

The above areas aggregate 219.3 acres.

E. G. NIELSEN,
Assistant Commissioner.

[71414]

AUGUST 22, 1956.

I concur. The records of the Bureau of Land Management will be noted accordingly.

EARL J. THOMAS,
Acting Director,
Bureau of Land Management.

Notice for Filing Objections to Order Withdrawing Public Lands for the American River Division of the Central Valley Project, California

Notice is hereby given that for a period of 30 days from the date of publication of this notice, persons having cause to object to the terms of the above order withdrawing certain public lands in the State of California, for use in connection with the constructed Sly Park Reservoir, American River Division, Central Valley Project, may present their objections to the Secretary of the Interior. Such objections should be in writing, should be addressed to the Secretary of the Interior, and should be filed in duplicate in the Department of the Interior, Washington 25, D. C.

In case any objection is filed and the nature of the opposition is such as to warrant it, a public hearing will be held at a convenient time and place, which will be announced, where opponents to the order may state their views and where the proponents of the order can explain its purpose, intent, and extent. Should any objection be filed, notice of the determination by the Secretary as to whether the order should be rescinded, modified or let stand will be given to all interested parties of record and the general public.

E. G. NIELSEN,
Assistant Commissioner.

[F. R. Doc. 56-6931; Filed, Aug. 28, 1956;
8:46 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Change List 194]

MEXICAN BROADCAST STATIONS

LIST OF CHANGES, PROPOSED CHANGES, AND CORRECTIONS IN ASSIGNMENTS

JULY 30, 1956.

Notification under the provisions of Part III, section 2 of the North American Regional Broadcasting Agreement.

List of changes, proposed changes, and corrections in assignments of Mexican Broadcast Stations modifying the appendix containing assignments of Mexican Broadcast Stations (Mimeograph 47214-6) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting January 30, 1941.

MEXICAN BROADCAST STATIONS

Call letters	Location	Power	Antenna	Schedule	Class	Probable date of change or commencement of operation
XEZ.....	Merida, Yucatan (increase power).....	600 kilocycles 10 kw.....	DA-1	U	III	Sept. 30, 1956
XEMM....	Morelia, Michoacan (change frequency from 1580 kc.).....	870 kilocycles 500 w D.....		D	II	Jan. 30, 1957
XEQL.....	Zamora, Michoacan (delete assignment—vide 1580 kc.).....	1 kw.....	DA-N	U	II	July 30, 1956
XEEZ.....	Culiacan, Sinaloa (delete assignment).....	980 kilocycles 5 kw.....	DA-N	U	III	Do.
XEWZ.....	Culiacan, Sinaloa (new).....	1010 kilocycles 5 kw D/250 w N.....	ND	U	II	Jan. 30, 1957
XEJL.....	Montemorelos, Nuevo Leon (change call letters from XEHW).....	1530 kilocycles 100 w N/250 w D.....		U	IV	July 30, 1956
XEHW.....	Rosario, Sinaloa (change call letters from XEJL).....	1440 kilocycles 250 w.....		U	IV	Do.
XEQL.....	Zamora, Michoacan (change frequency from 870 kc.).....	1580 kilocycles 1 kw D/100 w N.....		U	II	Jan. 30, 1957
XEMM....	Morelia, Michoacan (delete assignment—vide 870 kc.).....	500 w D.....		D	II	July 30, 1956

[SEAL]

FEDERAL COMMUNICATIONS COMMISSION,
DEE W. PINCOCK,
Acting Secretary.

[F. R. Doc. 56-6913; Filed, Aug. 28, 1956; 8:45 a. m.]

[Change List 104]

CANADIAN BROADCAST STATIONS

LIST OF CHANGES, PROPOSED CHANGES, AND CORRECTIONS IN ASSIGNMENTS

AUGUST 13, 1956.

Notification under the provisions of Part III, section 2 of the North American Regional Broadcasting Agreement.

List of changes, proposed changes and corrections in assignments of Canadian Broadcast Stations modifying appendix containing assignments of Canadian Broadcast Stations (Mimeograph 47214-3) attached to the recommendations of the North American Regional Broadcasting Agreement Engineering Meeting January 30, 1941.

CANADIAN BROADCAST STATIONS

Call letters	Location	Power	Antenna	Schedule	Class	Expected date of commencement of operation
CBG.....	Gander, Newfoundland.....	850 kilocycles 1 kw.....	DA-1	U	II	Delete assignment.
CBT.....	Grand Falls, Newfoundland.....	1550 kilocycles 1 kw.....	ND	U	III	Do.
CKCL.....	Truro, Nova Scotia.....	1400 kilocycles 0.25 kw.....	ND	U	IV	Do.

FEDERAL COMMUNICATIONS COMMISSION,
DEE W. PINCOCK,
Acting Secretary.

[F. R. Doc. 56-6912; Filed, Aug. 28, 1956; 8:45 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-4102 etc.]

ALTEX CORP. ET AL.

NOTICE OF APPLICATIONS AND DATE OF HEARING

In the matters of The Altex Corporation, Docket No. G-4102; Herman F. Heep, Docket No. G-4112; Warren Petroleum Corporation, Docket No. G-4141; Herman F. Heep et al., Docket No. G-4412; Oil and Gas Property Management, Inc., Docket Nos. G-4905, G-4906,

G-4908; Ed. Hollyfield et al., Docket No. G-5115; Rio Hondo Oil Company, Docket No. G-5116; K. S. Adams, Jr., Docket Nos. G-5117—G-5120, inclusive; Sunray Mid-Continent Oil Company, Docket Nos. G-5123—G-5132, inclusive, G-5134, G-5135, G-5172—G-5179, inclusive; A. S. Megert, d. b. a. Plains Oil and Gas Company, Inc., Docket No. G-5137; The Carter Oil Company, Docket Nos. G-5141—G-5143, inclusive; Imperial Production Corporation, Docket Nos. G-5154—G-5157, inclusive; Hope Producing Company, Docket Nos. G-5166—G-5168, inclusive; Barnett and Hanson, Docket No. G-5189; Tom Vessels, Jr.,

¹ Effective May 16, 1955, Mid-Continent Petroleum Corporation merged into Sunray Oil Corporation and Sunray Oil Corporation changed its name to Sunray Mid-Continent Oil Company.

Docket No. G-5192; Earl C. H. Walker, Docket No. G-5195; Dillard & Waltermire Drilling Co., Docket No. G-5210; Kinney-Coastal Oil Company, Docket No. G-5249; E. L. Green, Jr., Docket No. G-5283; J. Howard Coleman, Docket No. G-5655; Brooks Pierce, d. b. a. Brooks Pierce Drilling Company, et al., Docket No. G-5666; E. C. and R. C. Sidwell, Partners, Docket No. G-5760; Adolph Beren, H. H. Beren and I. H. Beren, Copartners, d. b. a. Okmar Oil Co., a copartnership, Docket Nos. G-5956—G-5959, inclusive, G-5961; William C. Doenges, Docket No. G-6257; B. H. Putnam, Operator, Docket No. G-6695; C. M. Frost, et al., Docket No. G-6880; Oliver Jenkins, Docket No. G-6885; King Gas Company, Docket No. G-6891; J. C. Barnes, Docket No. G-6899; Harlan B. Hogue, Docket No. G-6952; Barbara Oil Company, Docket No. G-7191; N. G. Busch, Docket No. G-7231; Barr Gas Company, P. P. Gunn, Agent, Docket No. G-7280; Maffet Lease, Holly Nester, Agent, Docket No. G-7281; Edwin L. Cox, Docket No. G-7408; John M. Kelly, Docket No. G-7410; Crown Central Petroleum Corporation, Docket No. G-7411; J. C. Dozier et al., Docket No. G-7422; H. M. Gillespie et al., Docket No. G-7423; Garnett Gas Company, Docket No. G-7756; Vance Gas Company, Docket No. G-7757; Laywell Gas Company, Docket No. G-7758; Harris Gas Company, Docket No. G-7759; Licking River Gas and Oil Company, Docket No. G-7807; Aladdin Petroleum Corporation, Docket Nos. G-7808—G-7810, inclusive; Leslie Oil and Gas Company, Docket No. G-7827; Arnold Gas Company, Docket No. G-7861; Paugh Gas Company, Docket No. G-7862; Ted Weiner et al., Docket Nos. G-8008—G-8010, inclusive, G-8012, G-8014, G-8015, G-8017—G-8019, inclusive, G-8021—G-8026, inclusive, G-8028, G-8029, G-8033—G-8035, inclusive; B. L. McFarland, Inc., Docket Nos. G-8011, G-8027; Ted Weiner, Docket Nos. G-8013, G-8020; Ladenberg, Thalmann & Co. et al., Docket Nos. G-8016, G-8030, G-8031; Hubert G. Hohe et al., Docket No. G-8032; Countess Mary Helen de Nicolay (by Ted Weiner, Operator), Docket No. G-8036; Oroco Oil and Gas Company, Docket No. G-8091; Thacker Gas Company, Docket No. G-8251; Clark Curry, Agent, Docket No. G-8252; McLean Gas Company, Docket No. G-8253; De Jarnett Gas Company, Docket No. G-8254; A. N. Henson, Agent, Docket No. G-8255; Humphrey Gas Company, Docket No. G-8258; Wysong Gas Company, Docket No. G-8259; Clark Curry, Trustee, Docket No. G-8260; Shafer Gas Company, Docket No. G-8261; Haines Gas Company, Docket No. G-8263; B. C. and K. Gas Company, Docket No. G-8264; Craddock Gas Company, Docket No. G-8265; Charles W. Campbell, Docket No. G-8306; Edwin Adkins, Docket No. G-8375; B. F. Phillips and A. O. Phillips, Docket No. G-9332.

Each of the above applicants has filed an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, authorizing applicants to render services as hereinafter described, subject to the jurisdiction of the Commission, all as more fully represented in their respective

applications which are on file with the Commission and open for public inspection.

Applicants produce and sell natural gas for transportation in interstate commerce for resale as indicated below.

Docket No. G-; Location of Field; and Buyer

4102, 4112: East Alice Area, Jim Wells County, Tex.; Tennessee Gas Transmission Company.

4141: South Crowley Field, Acadia Parish, La.; Tennessee Gas Transmission Company.

4412: West Ace Field, Polk and San Jacinto Counties, Tex.; Tennessee Gas Transmission Company.

4905: Blue Basin, Daboval, Reitz, Twin Basin and West Withers Fields, Wharton County, Tex.; Tennessee Gas Transmission Company.

4906: McCoy, Cleveland and Lick Branch Fields, Liberty and San Jacinto Counties, Tex.; Tennessee Gas Transmission Company.

4908: Cleveland Townsite Field, Liberty County, Tex.; Tennessee Gas Transmission Company.

5115: Lisbon Field, Claiborne Parish, La.; Haele Hunt Trust.

5116: West Panhandle Field, Gray and Carson Counties, Tex.; Phillips Petroleum Company.

5117: Panhandle Field, Moore County, Tex.; Phillips Petroleum Company.

5118, 5119: Panhandle Field, Moore and Hartley Counties, Tex.; Phillips Petroleum Company.

5120: Hugoton Field, Moore and Sherman Counties, Tex.; Phillips Petroleum Company.

5123: Placido, Heyser, McPadden and East Placido Fields, Victoria and Calhoun Counties, Tex.; Tennessee Gas Transmission Company.

5124: Wyrick Field, Refugio County, Tex.; Tennessee Gas Transmission Company.

5125: North Lissie Field, Wharton County, Tex.; Tennessee Gas Transmission Company.

5126, 5130: Karon and North Goebel Fields, Live Oak County, Tex.; Texas Eastern Transmission Corporation.

5127: E. Meyersville Field, De Witt County, Tex.; Texas Eastern Transmission Corporation.

5128: Holzmark-Wilcox Field, Bee County, Tex.; Texas Eastern Transmission Corporation.

5129, 5132: Hordes Creek Field, Goliad County, Tex.; Texas Eastern Transmission Corporation.

5131: Hostetter and North Hostetter Fields, Live Oak, McMullen and Duval Counties, Tex.; Texas Eastern Transmission Corporation.

5134: Cabeza Creek Field, Goliad County, Tex.; United Gas Pipe Line Company.

5135: La Gloria Field, Jim Wells County, Tex.; Transcontinental Gas Pipe Line Corporation.

5137: Panhandle Field, Gray County, Tex.; Phillips Petroleum Company.

5141, 5142: Katie Field, Garvin County, Okla.; Lone Star Gas Company.

5143: Hugoton Field, Kearny County, Kans.; Northern Natural Gas Company.

5154: Bethany Field, Panola County, Tex.; Arkansas Louisiana Gas Company.

5155: Waakorn Field, Harrison County, Tex.; Mississippi River Fuel Corporation.

5156: Minoak Field, Bee County, Tex.; Texas Eastern Transmission Corporation.

5157: Bethany Field, Panola County, Tex.; Tennessee Gas Transmission Company.

5166, 5168: Monroe Field, Ouachita and Union Parishes, La.; Olin Gas Transmission Corporation.

5167: Monroe Field, Ouachita and Union Parishes, La.; Southern Natural Gas Company.

5172: Drinkard Field, Lea County, N. Mex.; Permian Basin Pipe Line Company.

5173: Guymon-Hugoton Field, Texas County, Okla.; Northern Natural Gas Company.

5174: Monument Field, Lea County, N. Mex.; El Paso Natural Gas Company.

5175: North McPadden Field, Victoria County, Tex.; United Gas Pipe Line Company.

5176: Hugoton Field, Stevens County, Kans.; Panhandle Eastern Pipe Line Company.

5177: Jal Field, Lea County, N. Mex.; El Paso Natural Gas Company.

5178: Hugoton Field, Kearny County, Kans.; Cities Service Gas Company.

5179: Doyle Field, Stephens County, Okla.; Lone Star Gas Company.

5189: Spraberry Trend Area, Tex.; Phillips Petroleum Company.

5192: Sun Field Areas, Starr County, Tex.; Tennessee Gas Transmission Company.

5195: West Panhandle Field, Hutchinson County, Tex.; Phillips Petroleum Company.

5210: La Sal-Vieja Field, Willacy County, Tex.; Tennessee Gas Transmission Company.

5249: Hugoton Field, Baldrige Gas Unit and Curtis Gas Unit, Stevens County, Kans.; Panhandle Eastern Pipe Line Company; Kansas-Colorado Utilities, Inc.

5283: West Panhandle Field, Hutchinson County, Tex.; Phillips Petroleum Company.

5655: Lee District, Calhoun County, W. Va.; Hope Natural Gas Co.

5666: Arbuckle, Dolomite Area, Pawnee County, Kans.; Kansas Nebraska Natural Gas Co., Inc.

5760: Martin Lease, East Panhandle Field, Wheeler County, Tex.; Lone Star Gas Company.

5956: Mannington District, Marion County, W. Va.; South Penn Natural Gas Company.

5957-5959 inclusive; Sherman District, Calhoun County, W. Va.; Godfrey L. Cabot, Inc.

5961: Sheridan and Center Districts, Calhoun County, W. Va.; Hope Natural Gas Company.

6257: Panhandle Field, Moore and Hutchinson Counties, Tex.; Phillips Petroleum Company.

6695: Putnam Gas Field, Harris District, Wood County, W. Va.; Gas Transport, Inc.

6880: Pig Ridge, Sherman County, Tex.; Texas Gas Corporation.

6885: Pike County, Ky.; Kentucky and West Virginia Gas Company.

6891: Pleasant District, Clay County, W. Va.; Godfrey L. Cabot, Inc.

6899: TXL Field and Yarbrough-Allen Field, Ector County, Tex.; Shell Oil Company; The Texas Company; The Superior Oil Company; El Paso Natural Gas Company.

6952: Union District, Ritchie County, W. Va.; Carnegie Natural Gas Company.

7191: Medicine Lodge Field, Barber County, Kans.; Kansas Power & Light Company; Zenith Gas System, Inc.

7231: Wharton Field, Ritchie County, W. Va.; South Penn Oil Company.

7280, 7281: Lee and Sherman Districts, Calhoun County, W. Va.; Godfrey L. Cabot, Inc.

7408: Hugoton Field, Morton and Stanton Counties, Kans.; Cities Service Gas Company; Kansas Nebraska Natural Gas Company, Inc.

7410: Eumont and Jaimat Fields, Lea County, N. Mex.; El Paso Natural Gas Company; Permian Basin Pipe Line Company.

7411: Iota Field, Acadia Parish, La.; Louisiana Natural Gas Corporation.

7422: Hugoton Field, Finney County, Kans.; Kansas Nebraska Natural Gas Company.

7423: Hugoton Field, Kearny County, Kans.; Cities Service Gas Company.

7756: Carroll District, Lincoln County, W. Va.; South Penn Natural Gas Company.

7757-7759 inclusive; Curry District, Putnam County, W. Va.; South Penn Natural Gas Company.

7807: Grassy Creek Field, Magoffin County, Ky.; Inland Gas Corporation.

7808: Blanco Largo Field, San Juan County, N. Mex.; El Paso Natural Gas Company.

7809: Liberal-Southeast Field, Seward County, Kans.; Beaver County, Okla.; Panhandle Eastern Pipe Line Company.

7810: Schulte Field, Sedgwick County, Kans.; Cities Service Gas Company.

7827: Cow Creek Field, Floyd County, Ky.; Inland Gas Corporation.

7861, 7862: McComas District, Cabel County, W. Va.; South Penn Natural Gas Company.

8008-8010, inclusive, 8012, 8014, 8015, 8017-8019, inclusive, 8021-8026, inclusive, 8028, 8029, 8033-8035, inclusive; Spraberry Trend Field, Midland, Reagan and Upton Counties, Tex.; Phillips Petroleum Company.

8011: Spraberry Trend Field, Reagan County, Tex.; Phillips Petroleum Company.

8013, 8016, 8020, 8027, 8030, 8031, 8032; Spraberry Trend Field, Midland County, Tex.; Phillips Petroleum Company.

8036: Spraberry Trend Field, Midland and Upton Counties, Tex.; Phillips Petroleum Company.

8091: Rio Area, Rio Arriba County, N. Mex.; El Paso Natural Gas Company.

8251: Lincoln County, W. Va.; United Fuel Gas Company.

8252: Putnam County, W. Va.; South Penn Natural Gas Company.

8253, 8254, 8264, 8265: Salt Rock Field, Cabel County, W. Va.; South Penn Natural Gas Company.

8255: Duval District, Lincoln County, W. Va.; South Penn Natural Gas Company.

8258: Putnam County, W. Va.; United Fuel Gas Company.

8259-8261, inclusive, 8263; Lincoln and Putnam Counties, W. Va.; South Penn Natural Gas Company.

8306: Marrowbone Creek Field, Mingo County, W. Va.; United Fuel Gas Company.

8375: Midkiff Field, Lincoln County, W. Va.; United Fuel Gas Company.

9332: Panhandle Field, Hutchinson County, Tex.; Phillips Petroleum Company.

These matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on September 17, 1956, at 9:30 a. m., e. d. s. t., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such applications: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the shortened procedure herein provided for, unless otherwise advised, it will be unnecessary for applicants to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before September 4, 1956. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL]

LEON M. FUQUAY,
Secretary.

AUGUST 22, 1956.

[F. R. Doc. 56-6895; Filed, Aug. 28, 1956;
8:45 a. m.]

FEDERAL RESERVE SYSTEM

CONTINENTAL BANK AND TRUST CO.

NOTICE OF INSTITUTION OF PROCEEDING
AND OF HEARING THEREIN

In the matter of The Continental Bank and Trust Company, Salt Lake City 10, Utah.

1. At a meeting of the Board of Governors of the Federal Reserve System held at its offices in the city of Washington, D. C. on the 29th day of June 1956, the reports of examination made by the Federal Reserve Bank of San Francisco of the condition of The Continental Bank and Trust Company of Salt Lake City, Utah, a member bank of the Federal Reserve System, were presented and considered. The Board, having considered the aforesaid reports, which, if correct and true, would appear to indicate that the net capital and surplus funds of The Continental Bank and Trust Company may be inadequate in relation to the character and condition of its assets and to its present and prospective deposit liabilities and other corporate responsibilities, deemed it necessary and appropriate to initiate this proceeding with formal hearing under Section 9 of the Federal Reserve Act (12 U. S. C. sec. 327), and so ordered, for the purpose of determining:

(a) The adequacy or inadequacy of the net capital stock and surplus of The Continental Bank and Trust Company in relation to the character and condition of its assets and to its present and prospective deposit liabilities and its other corporate responsibilities; and

(b) What net additional amount, if any, of capital funds is needed by The Continental Bank and Trust Company to have an adequate capital structure; and

(c) What is a reasonable period of time to allow The Continental Bank and Trust Company to effect any increase of its capital funds as may be found to be needed to make them adequate before being required by the Board of Governors to surrender its capital stock in the Federal Reserve Bank of San Francisco and to forfeit all its rights and privileges of membership in the Federal Reserve System for failure to do so.

2. Pursuant to this action at the meeting of June 29, 1956, the Board of Governors further ordered:

(a) That a formal, on the record, adjudicatory hearing for the purpose of taking evidence on the questions set forth in paragraph 1 of this notice be held commencing at 10:00 a. m., on September 10, 1956, in room 230, United States Post Office Building, 350 South Main Street, Salt Lake City, Utah.

(b) That the hearing be held before a trial examiner to be appointed or selected by the Civil Service Commission in accord with the provisions of section 11 of the Administrative Procedure Act of 1946, as amended (5 U. S. C. sec. 1010), and that the hearing, and the proceedings following the hearing, be conducted in accord with the applicable requirements of that act and the Rules of Practice for Formal Hearings (12 CFR Part 263), of the Rules of Procedure of

the Board of Governors of the Federal Reserve System (12 CFR Part 262).

(c) That in accord with Rule III (b) of the aforesaid Rules of Practice (12 CFR 263.3 (b)), the hearing before the trial examiner will be private, attended only by the representatives, counsel and witnesses of The Continental Bank and Trust Company, and of the Board of Governors of the Federal Reserve System, unless The Continental Bank and Trust Company makes a written request to the Board of Governors that other persons be permitted to attend or that the hearing be made public, in which event such request will be granted.

(d) That authority is granted under section 8 (a) of the Rules of Organization of the Board of Governors of the Federal Reserve System (12 CFR 261.3 (a)) to disclose and introduce as evidence in this proceeding all reports of examinations of The Continental Bank and Trust Company made by examiners of the Federal Reserve Bank of San Francisco; provided, neither the names nor the identities of persons indebted to The Continental Bank and Trust Company shall be in any way disclosed or introduced in evidence.

(e) That formal notice of the institution of this proceeding and of the hearing therein be forthwith served upon The Continental Bank and Trust Company by postage prepaid, registered mail, with return receipt.

By order of the Board of Governors.

JUNE 29, 1956.

Statement. The Continental Bank and Trust Company, Respondent herein, has filed with the Board its written request that the formal hearing scheduled to commence in the above-entitled matter on September 10, 1956, be made public.

The Board's Rules of Practice for Formal Hearings (Rule III (b)) (12 CFR 263.3 (b)) provides that all formal hearings before the Board shall be private with the exception noted below. Accordingly, in its "Notice of Institution of Proceedings and of Hearing Therein" to The Continental Bank and Trust Company the Board ordered that the hearing before the trial examiner be private unless the Respondent requested that the hearing be made public, in which event such request would be granted. The aforesaid Notice also authorized all reports of examinations of Respondent made by examiners of the Federal Reserve Bank of San Francisco to be disclosed and introduced as evidence, provided neither the names nor the identities of persons indebted to Respondent shall be in any way disclosed or introduced in evidence.

The exception to Rule III (b) (12 CFR 263.3 (b)) referred to above is that, on the written request of Respondent or counsel to the Board, the Board when not prohibited by law may order the hearing to be public. Since the Respondent has so requested, the Board has issued the following order:

Order. In view of Respondent's request and subject to the above-mentioned limitation that the names or iden-

titles of persons indebted to Respondent shall not in any way be disclosed or introduced in evidence, Respondent's request that the hearing be public is granted, and the Board's Secretary is instructed to make the docket in this proceeding available to the public.

By order of the Board of Governors.

JULY 19, 1956.

Order. In view of the unavailability on September 10, 1956, of the trial examiner selected in the manner stated in section 2 of the "Notice of Institution of Proceeding and of Hearing Therein" in this matter, it is hereby ordered that the time designated in said notice for commencing the hearing be, and is hereby, changed to 10:00 a. m. on October 3, 1956.

By order of the Board of Governors.

[SEAL]

S. R. CARPENTER,
Secretary.

AUGUST 9, 1956.

[F. R. Doc. 56-6953; Filed, Aug. 28, 1956;
8:51 a. m.]

OFFICE OF DEFENSE
MOBILIZATION

PHILIP N. POWERS

APPOINTEE'S STATEMENT OF CHANGES IN
BUSINESS INTERESTS

The following statement lists the names of concerns required by subsection 710 (b) (6) of the Defense Production Act of 1950, as amended.

Addition since last submission: Prestole Corp.

This amends statement previously published in the FEDERAL REGISTER June 8, 1956 (21 F. R. 3945).

Dated: August 13, 1956.

PHILIP N. POWERS.

AUGUST 1, 1956.

[F. R. Doc. 56-6946; Filed, Aug. 28, 1956;
8:49 a. m.]

SECURITIES AND EXCHANGE
COMMISSION

[File No. 240-1316]

UTAH MOAB URANIUM CORP.

ORDER TEMPORARILY SUSPENDING EXEMPTION, STATEMENT OF REASONS THEREFOR, AND NOTICE OF OPPORTUNITY FOR HEARING

AUGUST 23, 1956.

I. Utah Moab Uranium Corp., a Utah corporation, 47 North University Avenue, Provo, Utah, filed with the Commission on June 28, 1954, a notification on Form 1-A and an offering circular, and subsequently filed amendments thereto, relating to an offering of 1,200,000 shares of 1 cent par value common stock, at 2½ cents per share for an aggregate of \$300,000 for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3 (b) thereof and Regulation A promulgated thereunder.

II. The Commission has been advised that A. J. Shapiro, principal underwriter named in the filing, is the subject of an order entered in the United States District Court for the Western District of Washington, permanently enjoining him from further violations of the registration requirements of the Securities Act of 1933.

III. The Commission having reasonable cause to believe that the terms and conditions of Regulation A have not been complied with in that:

1. The aggregate amount of securities to be offered by the issuer exceeded the limitation of \$300,000 prescribed by Rule 217 (a) of Regulation A.

2. Sales of the company's securities have been effected without there having been previously or concurrently furnished to the purchaser an offering circular required by Rule 219 (a).

3. The notification and offering circular are false and misleading in failing to show contingent liabilities resulting from sales of securities made by the underwriter in violation of the Securities Act.

4. The issuer has failed to file reports of sales on Form 2-A as required by Rule 224 of Regulation A.

IV. It is ordered, Pursuant to Rule 223 (a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any person having interest in the matter may file with the Secretary of the Commission a written request for a hearing; that, within twenty days after receipt of such request, the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and that notice of the time and place of said hearing will be promptly given by the Commission.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F. R. Doc. 56-6934; Filed, Aug. 28, 1956;
8:47 a. m.]

[File No. 24D-1413]

ALBUQUERQUE ELECTRONICS CORP.

ORDER TEMPORARILY SUSPENDING EXEMPTION, STATEMENT OF REASONS THEREFOR, AND NOTICE OF OPPORTUNITY FOR HEARING

AUGUST 23, 1956.

I. Albuquerque Electronics Corporation, a New Mexico corporation, 2318 Valencia Drive NE., Albuquerque, New Mexico, having filed with the Commission on September 10, 1954, a notification on Form 1-A and statements required by Rule 219 (b), and subsequently having filed amendments thereto, relating to an offering of 5,000 shares of its \$10 par value common stock at \$10 per share, amounting to aggregate proceeds to the

issuer of \$50,000, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3 (b) thereof and Regulation A promulgated thereunder; and

II. The Commission having reasonable cause to believe that the terms and conditions of Regulation A have not been complied with in that the company has failed to file reports of sales on Form 2-A as is required by Rule 224 of Regulation A, and has ignored requests by the Commission's staff for such reports.

III. It is ordered, Pursuant to Rule 223 (a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given that any persons having an interest in the matter may file with the Secretary of the Commission a written request for hearing; that, within 20 days after receipt of such request, the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this Order of Suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and that notice of the time and place for said hearing will be promptly given by the Commission.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F. R. Doc. 56-6935; Filed, Aug. 28, 1956;
8:47 a. m.]

[File No. 1-526]

TRUAX-TRAE COAL CO.

NOTICE OF APPLICATION TO WITHDRAW FROM LISTING AND REGISTRATION, AND OF OPPORTUNITY FOR HEARING

AUGUST 23, 1956.

In the matter of Truax-Traer Coal Company, common stock; File No. 1-526.

The above named issuer, pursuant to section 12 (d) of the Securities Exchange Act of 1934 and Rule X-12D2-1 (b) promulgated thereunder, has made application to withdraw the specified security from listing and registration on the Los Angeles Stock Exchange.

The reasons alleged in the application for withdrawing this security from listing and registration include the following:

The stock is comparatively inactive on the Los Angeles Stock Exchange. It will remain listed on the New York Stock Exchange and on the Midwest Stock Exchange.

Upon receipt of a request, on or before September 11, 1956, from any interested person for a hearing in regard to terms to be imposed upon the delisting of this security, the Commission will determine whether to set the matter down for hearing. Such request should state briefly the nature of the interest of the person requesting the hearing and the position

he proposes to take at the hearing with respect to imposition of terms. In addition, any interested person may submit his views or any additional facts bearing on this application by means of a letter addressed to the Secretary of the Securities and Exchange Commission, Washington 25, D. C. If no one requests a hearing on this matter, this application will be determined by order of the Commission on the basis of the facts stated in the application and other information contained in the official file of the Commission pertaining to the matter.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F. R. Doc. 56-6936; Filed, Aug. 28, 1956;
8:47 a. m.]

INTERSTATE COMMERCE COMMISSION

MOTOR CARRIER APPLICATIONS

[Notice 127]

AUGUST 24, 1956.

Protests, consisting of an original and two copies, to the granting of an application must be filed with the Commission within 30 days from the date of publication of this notice in the FEDERAL REGISTER and a copy of such protest served on the applicant. Each protest must clearly state the name and street number, city and state address of each protestant on behalf of whom the protest is filed (49 CFR 1.240 and 1.241). Failure to seasonably file a protest will be construed as a waiver of opposition and participation in the proceeding unless an oral hearing is held. In addition to other requirements of Rule 40 of the general rules of practice of the Commission (49 CFR 1.40), protests shall include a request for a public hearing, if one is desired, and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests containing general allegations may be rejected. Requests for an oral hearing must be supported by an explanation as to why the evidence cannot be submitted in the form of affidavits. Any interested person not a protestant, desiring to receive notice of the time and place of any hearing, pre-hearing conference, taking of depositions, or other proceedings shall notify the Commission by letter or telegram within 30 days from the date of publication of this notice in the FEDERAL REGISTER. Except when circumstances require immediate action, an application for approval, under section 210a (b) of the act, of the temporary operation of Motor Carrier properties sought to be acquired in an application under section 5 (2) will not be disposed of sooner than 10 days from the date of publication of this notice in the FEDERAL REGISTER. If a protest is received prior to action being taken, it will be considered.

APPLICATIONS OF MOTOR CARRIERS OF PROPERTY

No. MC 730 Sub 82, filed August 10, 1956, PACIFIC INTERMOUNTAIN EX-

PRESS CO., A Corporation, 299 Adeline Street, Oakland, Calif. Applicant's representative: William B. Adams, Pacific Building, Portland 4, Oreg. For authority to operate as a *common carrier*, over irregular routes, transporting: *Fertilizers and fertilizer solutions*, from Walla Walla, Wash., and points within five miles thereof, to points in Oregon on and east of U. S. Highway 97. Applicant is authorized to conduct operations in Idaho, Oregon, Montana, Washington, and California.

No. MC 1441 Sub 14, filed August 9, 1956, MERRILL MOTOR LINE, INC., 2520 NE. 35th Street, Fort Worth, Tex. Applicant's representative: Ralph W. Pulley, Jr., First National Bank Building, Dallas 2, Tex. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Meats, meat products, and meat by-products, dairy products, and articles distributed by meat packing houses*, as defined by the Commission, from Fort Worth and Dallas, Tex., to points in Texas, limited to peddler truck service only. Applicant is authorized to conduct operations in Oklahoma and Texas.

No. MC 2484 Sub 33, filed August 13, 1956, E. & L. TRANSPORT COMPANY, a Corporation, 14201 Schaden Avenue, Dearborn, Mich. Applicant's representative: George S. Dixon, Matheson, Dixon & Brady, Guardian Building, Detroit 26, Mich. For authority to operate as a *common carrier*, over irregular routes, transporting: *Automobiles, trucks, truck tractors, automobile chassis, truck chassis, and motor vehicle bodies*, in initial movements, in truckaway and driveaway service, from points in Jefferson County, Ky., to points in Arizona, California, Colorado, Connecticut, Delaware, District of Columbia, Idaho, Illinois, except on and south of U. S. Highway 24 and except East St. Louis, Ill., Commercial Zone as defined by the Commission, Iowa, Missouri (other than St. Louis, Mo.), Maine, Massachusetts, Michigan, Minnesota, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Dakota, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Utah, Vermont, Washington, Wisconsin, and Wyoming, except Moffet, Okla., and Texarkana, Tex., to which truckaway service alone will be required. Applicant is authorized to conduct operations throughout the United States.

No. MC 3341 Sub 15, filed August 1, 1956, LAKE MOTOR FREIGHT LINES, INC., 2222 West Sample Street, South Bend, Ind. Applicant's representative: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. For authority to operate as a *common carrier*, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, serving the site of Chrysler Corporation plant located at or near Twinsburg, Ohio, as an off-route point in connection with carrier's authorized regular route operations between Detroit, Mich., and Akron, Ohio, over U. S. Highway 21 and Ohio Highways 8 and 18. Applicant is au-

thorized to conduct operations in Illinois, Indiana, Michigan, and Ohio.

No. MC 5111 Sub 8, filed August 13, 1956, TOM SMITH, doing business as SMITH'S FILM SERVICE, 316 West Franklin, White Hall, Ill. Applicant's representative: Mack Stephenson, 208 East Adams Street, Springfield, Ill. For authority to operate as a *common carrier*, over irregular routes, transporting: *Newspapers; motion picture films, and in connection therewith, advertising matter and motion picture theatre supplies*, between St. Louis, Mo., and Fort Madison, Iowa. Applicant is authorized to conduct operations in Illinois, Iowa, and Missouri.

No. MC 17226 Sub 11, filed August 14, 1956, FRUIT BELT MOTOR SERVICE, INC., 3909 West Harrison St., Chicago 24, Ill. Applicant's representative: Eugene L. Cohn, No. 1 North LaSalle St., Chicago 2, Ill. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Uncrated household laundry machines and parts and accessories thereof*, when transported in connection with and intended for installation on said machines, (1) from Benton Harbor, Mich. and St. Joseph, Mich. to Cleveland, Cincinnati, and Dayton, Ohio, Louisville, Ky., St. Louis, Mo., and Milwaukee, Wis.; (2) from Clyde, Ohio, and Marion, Ohio, to Louisville, Ky., Indianapolis, Fort Wayne, and South Bend, Ind., Detroit, Lansing, Flint, and Grand Rapids, Mich.; St. Louis, Mo., Milwaukee, Wis., and Chicago, Ill.; *uncrated stoves and ranges and parts and accessories thereof* when transported in connection with and intended for installation on said stoves and ranges, (1) from Newark, Ohio, and Hamilton, Ohio, to Louisville, Ky., Indianapolis, Fort Wayne, and South Bend, Ind., Detroit, Lansing, Flint, and Grand Rapids, Mich.; St. Louis, Mo., Milwaukee, Wis., and Chicago, Ill.; (2) from Kankakee, Ill., to Cleveland, Cincinnati, and Dayton, Ohio, Louisville, Ky., Indianapolis, Fort Wayne, and South Bend, Ind., St. Louis, Mo., Milwaukee, Wis., and Detroit, Lansing, Flint, and Grand Rapids, Mich.; *such commodities as are dealt in by department stores and mail order houses*, from Chicago, Ill., to Bellefontaine, Bucyrus, Cambridge, Chillicothe, Columbus, Dayton, Delaware, Gallon, Greenfield, Greenville, Hamilton, Ironton, Kenton, Lancaster, Lima, Logan, Mansfield, Marion, Middletown, Mt. Vernon, Newark, Portsmouth, Sidney, Springfield, Troy, Wapakoneta, Washington Court House, Wooster, and Zanesville, Ohio. Applicant is authorized to conduct operations in Michigan, Indiana, Ohio, and Illinois.

No. MC 30022 Sub 80, filed August 20, 1956, PAUL S. CREBS, P. O. Box 111, Northumberland, Pa. Applicant's representative: Richard V. Zug, 1418 Packard Building, Philadelphia 2, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: (1) *Domestic washers, dryers and ranges* (crated), from Connorsville, Ind., to Allentown, Altoona, Bellefonte, Danville, Lock Haven, State College, Pottsville, and Williamsport, Pa.; (2) *Domestic washers and dryers* (crated), from Mt. Clemens, Mich., to Allentown, Altoona, Bellefonte, Danville, Lock Haven, State College, Pottsville, and Williamsport, Pa.; (3)

Refrigerators, freezers and air conditioning units from Connorsville, Ind., to Altoona, Pa.; (4) *Water heaters*, (crated), from Middleville, Mich., to Altoona, Pa. Applicant is authorized to conduct operations in Indiana, Pennsylvania, and Michigan.

No. MC 41635 Sub 31 (further amended), published on page 4985, issue of July 4, 1956, filed June 11, 1956, DEALERS TRANSPORT COMPANY, 1368 Riverside Boulevard, P. O. Box 2482, DeSoto Station, Memphis, Tenn. Applicant's representative: Charles H. Hudson, Jr., 407 Broadway Bank Building, Nashville, Tenn. For authority to operate as a *common carrier*, over irregular routes, transporting: *Automobiles, trucks, truck tractors, automobile chassis and truck chassis*, in initial movements, by both the driveaway and truckaway methods, and *motor vehicle bodies*, from points in Jefferson County, Ky., to points in Arizona, California, Colorado, Connecticut, Delaware, Idaho, Illinois, on and north of U. S. Highway 24, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Dakota, Oklahoma, except Moffet, Oregon, Pennsylvania, Rhode Island, South Dakota, Texas, except Texarkana, Utah, Vermont, Washington, Wisconsin, Wyoming, Kentucky, and the District of Columbia. Applicant is authorized to conduct operations in Missouri, Tennessee, Arkansas, Mississippi, Kentucky, Louisiana, Alabama, Oklahoma, Texas, Virginia, West Virginia, Ohio, Indiana, Georgia, Florida, North Carolina, South Carolina, and Illinois.

No. MC 45813 Sub 3, filed July 26, 1956, THE DUMFORD TRUCKING COMPANY, a corporation, 1700 Plum Street, Middletown, Ohio. Applicant's representative: Taylor C. Burneson, 3510 LeVeque-Lincoln Tower, Columbus 15, Ohio. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Plastic products and plastic articles* (as more fully described in the application), from Franklin, Warren County, Ohio, to points in Indiana, Illinois, and Kentucky, and points in that part of Pennsylvania on and west of U. S. Highway 219, points in that part of West Virginia on and west of U. S. Highway 19, and points in that part of Michigan on and south of a line extending from Ludington along U. S. Highway 10 to Flint and thence along Michigan Highway 21 to Port Huron; and returned and rejected shipments of the commodities specified and skids, pallets and containers used in the transportation of said commodities, from the above-specified destination points, to Franklin, Ohio.

No. MC 52465 Sub 15, filed August 6, 1956, WESTERN EXPRESS, A Corporation, 2300 Ninth Avenue North, Great Falls, Mont. Applicant's representative: Randall Swanberg, 527-529 Ford Building, Great Falls, Mont. For authority to operate as a *common carrier*, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Great Falls,

Mont., and Missoula, Mont., from Great Falls, over combined U. S. Highways 89-91 to Vaughn, Mont., thence over U. S. Highway 89 to Sun River, Mont., thence over Montana Highway 20, over Rogers Pass Route, Mont., to Milltown, Mont., thence over U. S. Highway 10 to Missoula, Mont., serving all intermediate points. Applicant is authorized to conduct operations in Montana.

No. MC 52465 Sub 16, filed August 6, 1956, WESTERN EXPRESS, A Corporation, 2390 Ninth Avenue North, Great Falls, Mont. Applicant's representative: Ray F. Koby, 527-529 Ford Building, Great Falls, Mont. For authority to operate as a common carrier, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Helena, Mont., and Spokane, Wash., from Helena over U. S. Highway 10N to junction U. S. Highway 10, thence over U. S. Highway 10 to Spokane, and return over the same route, serving the intermediate points of Clinton, Drummond, Garrison, Avon, Elliston, and Missoula, Mont.

NOTE: Applicant proposes to serve the intermediate point of Missoula, Mont., on eastbound shipments originating at Missoula, and westbound shipments destined to Missoula, Mont. Applicant is authorized to conduct operations in Montana.

No. MC 58937 Sub 9, filed August 15, 1956, H. E. SWEZEY & SON TRANSPORTATION, INC., North Country Road, Eastport, N. Y. Applicant's representative: William D. Traub, 60 East 42d Street, New York 17, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: *General commodities, including commodities in bulk*, but excepting those of unusual value, Class A and B explosives, household goods as defined by the Commission and commodities requiring special equipment, between points in Nassau and Suffolk Counties, N. Y. Applicant is authorized to conduct operations in New York, New Jersey, and the Philadelphia Commercial Zone, as defined by the Commission.

No. MC 66562 Sub 1301, filed July 30, 1956, RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N. Y. Applicant's representative: William H. Marx, Law Department, Railway Express Agency, Incorporated (same address as applicant). For authority to operate as a common carrier, over regular routes, transporting: *General commodities, including Class A and B explosives*, moving in express service, between Cincinnati, Ohio, and Morrow, Ohio: (a) from Cincinnati over U. S. Highway 50 to Milford, thence over Ohio Highway 126 to junction unnumbered highway (Madeira-Loveland Road), thence over Madeira-Loveland Road to Madeira, thence over unnumbered highway (Miami Road) to junction U. S. Highway 22, thence over U. S. Highway 22 to Morrow, thence return over U. S. Highway 22 to junction Ohio Highway 48, thence over Ohio Highway 48 to junction unnumbered highway (Grandin Road), thence over

Grandin Road to Kings Mills, thence over Grandin Road to junction Ohio Highway 48, thence over Ohio Highway 48 to Lebanon, Ohio, and return over the same route; (b) from Cincinnati over U. S. Highway 42 to Lebanon, thence over Ohio Highway 48 to junction U. S. Highway 22, thence over U. S. Highway 22 to Morrow, and return over the same route. Service is authorized at the intermediate points of Milford and Kings Mills, Ohio. The proposed extension to be joined, tacked or combined with applicant's authorized regular route operations in MC 66562 Sub Nos. 79, 354 and 642, respectively, between Cincinnati-Lebanon-Waynesville, Ohio. RESTRICTIONS: The service to be performed by said carrier shall be limited to service which is auxiliary to or supplemental of express service. Shipments transported by said carrier shall be limited to those moving on a through bill of lading, or express receipt, covering in addition to a movement by said carrier, an immediately prior or immediately subsequent movement by rail or air. Such further specific conditions as the Commission, in the future, may find it necessary to impose in order to restrict said carrier's operations to service which is auxiliary to, or supplemental of, express service. Applicant is authorized to conduct operations throughout the United States.

NOTE: Applicant states interchange with rail express service will be made at Cincinnati, Ohio.

No. MC 66562 Sub 1304, filed August 3, 1956, RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N. Y. Applicant's representative: William H. Marx, Law Department, Railway Express Agency, Incorporated (same address as applicant). For authority to operate as a common carrier, over a regular route, transporting: *General commodities*, including Class A and B explosives, moving in express service, between Washington, D. C., and Patuxent River, Md., (1) from Washington over Maryland Highway 5 via Leonardtown, Md., to junction Maryland Highway 246, thence over Maryland Highway 246 to Patuxent River, and (2) from Washington over Maryland Highway 5 to junction Maryland Highway 235, thence over Maryland Highway 235 to junction Maryland Highway 246, thence over Maryland Highway 246 to Patuxent River, and return over the same routes, serving Leonardtown, Md., as an intermediate point. Applicant is authorized to conduct operations throughout the United States. NOTE: Applicant states interchange with rail and air express service will be made at Washington, D. C.

No. MC 73992 Sub 35 (amended), published on page 4698, issue of June 27, 1956, filed June 11, 1956, JOHN J. KLEIMER, doing business as KLEIMER'S VAN LINES, 4762 Sunset Boulevard, Los Angeles, Calif. Applicant's representative: Cromwell Warner, 404 Yarmouth Road, Palos Verdes Ests., Calif. For authority to operate as a common carrier, over irregular routes, transporting: *Appliances, furnishings, houseware, and accessories*, for delivery to apartments, hotels, houses, motels, furniture

dealers, offices and commercial and institutional establishments, when such appliances, furnishings, houseware and accessories are transported as an incident to and a part of shipments of uncrated new furniture, (1) from points in California to points in Arizona, California, Colorado, Idaho, Kansas, Missouri, Montana, Nevada, New Mexico, Oklahoma, Oregon, Texas, Utah, Washington, and Wyoming; (2) *replaced, defective, returned, damaged, and trade-ins* of the above named commodities from the above destination points to the above origin points; (3) shipments of the above named commodities, including furniture, uncrated, when for renovation or repair, from the above destination points to the above origin points; (4) *New furniture*, uncrated, between points in California. Applicant is authorized to conduct operations in California, Arizona, Oregon, Idaho, Utah, Nevada, Missouri, Oklahoma, Texas, New Mexico, Colorado, Wyoming, and Washington.

NOTE: The above application is filed in conjunction with MC 73992 Sub 34, published on page 1216, issue of February 22, 1956.

No. MC 76430 Sub 11, (CORRECTION) filed August 8, 1956, published page 6318, issue of August 22, 1956, MILLER TRANSPORT CO., INC., Philadelphia, Pa. Applicant's address shown as: 342 North 23d Street, Philadelphia, Pa., was in error. The correct address is: 64th and Passyunk Avenue, P. O. Box 7808, Philadelphia 42, Pa. Also, the return movement was not shown in the previous notification. Applicant proposes to transport *damaged, defective and returned shipments* of the commodities sought on return movements.

No. MC 77135 Sub 12, filed August 9, 1956, PACIFIC TRUCK SERVICE, INC., 600 Park Avenue, San Jose, Calif. Applicant's representative: Edward M. Berol, 100 Bush Street, San Francisco 4, Calif. For authority to operate as a common carrier, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Reno and Fallon, Nev., to points in Modoc, Lassen, Plumas, Sierra, Nevada, Placer, El Dorado, Alpine, and Mono Counties, Calif.

No. MC 78118 Sub 4, filed August 10, 1956, WILBUR H. JONES, 327 North Reservoir St., Lancaster, Pa. Applicant's representative: William Livengood, Jr., 227 State Street, Harrisburg, Pa. For authority to operate as a common carrier, over irregular routes, transporting: (1) *Petroleum products*, in containers, from Warren, Warren County, Pa. and points within 5 miles of said city, to Baltimore, Md.; (2) *Empty containers, anti-freeze, and petroleum products*, in containers, and commodities, used or useful in the blending processing and sale of petroleum products, from Baltimore, Md., to Warren, Warren County, Pa., and points within 5 miles of the limits of said city; (3) *Anti-freeze*, in containers, from Wilmington, Del., to Warren, Warren County, Pa. and points within 5 miles of the limits of said city; (4) *Empty containers*, from New York, N. Y., and Philadelphia, Pa., to Warren, Warren County,

Pa., and points within 5 miles of the limits of said city.

No. MC 80430 Sub 83, filed August 16, 1956, GATEWAY TRANSPORTATION CO., 2130-2150 South Avenue, La Crosse, Wis. Applicant's representative: Joseph E. Ludden, P. O. Box 851, La Crosse, Wis. For authority to operate as a common carrier, over a regular route, transporting: *Class A & B explosives*, as defined by the Commission, from the Badger Ordnance Works near Baraboo, Wis., to the Roy Cartage lot located near Joliet, Ill., from Badger Ordnance Works over U. S. Highway 12 to the junction of U. S. Highway 14 at Middleton, Wis., thence over U. S. Highway 14 to the junction of Illinois Highway 31 near Crystal Lake, Ill., thence over Illinois Highway 31 to the junction of Illinois Highway 62 at Algonquin, thence over Illinois Highway 62 to the junction of Illinois Highway 59, thence over Illinois Highway 59 to Plainfield, thence over U. S. Highway 30 to Caton Road and to Roys Cartage Co. lot. Applicant is authorized to conduct operations in Iowa and Minnesota.

NOTE: Applicant states that the above transportation is to be for interchange purposes only.

No. MC 83539 Sub 23, filed August 6, 1956, C & H TRANSPORTATION CO., INC., 2135 West Commerce Street, P. O. Box 5976, Dallas, Tex. Applicant's representative: W. T. Brunson, Leonhardt Building, Oklahoma City 2, Okla. For authority to operate as a common carrier, over irregular routes, transporting: (1) *Machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, except the stringing and picking up of pipe in connection with main or trunk pipe lines; and (2) heavy machinery, heavy machinery parts, and commodities other than heavy machinery, the transportation of which because of their size or weight require the use of special equipment, and parts of such commodities when moving in connection therewith, between points in Illinois, on the one hand, and, on the other, points in Kansas.* Applicant is authorized to conduct operations in Arkansas, Colorado, Illinois, Indiana, Kansas, Kentucky, Louisiana, Mississippi, Missouri, Montana, Nebraska, New Mexico, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, Wisconsin, and Wyoming.

NOTE: Applicant states it is presently authorized to and engages in the transportation of the above commodities between points in Illinois, on the one hand, and, on the other, points in Kansas, and seeks by this application to eliminate the necessity of conducting such operations through points in Oklahoma as a gateway. Applicant further states that the change in operations is sought as an alternate to the territorial authority contained in Certificate Nos. MC 83539 and Sub 6 and Sub 14.

No. MC 93003 Sub 34, filed August 2, 1956, CARROLL TRUCKING COMPANY, a corporation, 4901 U. S. Highway 60, P. O. Box 5455, Huntington, W. Va.

Applicant's representative: Chas. T. Dodrill, West Virginia Building, Huntington, W. Va. For authority to operate as a common carrier, over irregular routes, transporting: *Corrugated iron and steel pipe, including fittings therefor, and returned shipments of the above-specified commodities between Ashland, Ky., on the one hand, and, on the other, points in Ohio.* Applicant is authorized to conduct operations in Kentucky, Tennessee, Virginia, and West Virginia.

No. MC 95540 Sub 275, filed August 13, 1956, WATKINS MOTOR LINES, INC., Cassidy Road, P. O. Box 785, Thomasville, Ga. Applicant's representative: Joseph H. Blackshear, Gainesville, Ga. For authority to operate as a common carrier, over irregular routes, transporting: *Canned goods, from points in Florida to Sioux Falls, S. Dak., Kansas City, Kans., and points in Kansas within 200 miles of Kansas City, Kans., and those in Iowa, Minnesota, Missouri, and Wisconsin.* Applicant is authorized to conduct operations in New Jersey, Delaware, Maryland, North Carolina, South Carolina, and Georgia.

No. MC 95922 Sub 10, filed August 16, 1956, JAMES F. LEE, doing business as LEE TRANSPORT, 707 East Fourth St., Muscatine, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. For authority to operate as a common carrier, over irregular routes, transporting: *Glassware, from Alton, Ill., to Muscatine, Iowa.* Applicant is authorized to conduct operations in Illinois, Iowa, and Missouri.

No. MC 96489 Sub 21, filed August 13, 1956, BOWEN TRUCKING, INC., Ridge Road, Holley, N. Y. Applicant's representative: Raymond A. Richards, 13 Lapham Park, Webster, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: (1) *Navy night drift signals, Class B explosives; (2) Navy depth charge markers (calcium phosphide), Class C explosives; (3) Army ordnance time fuse, Class C explosives, from town of Murray, Orleans County, N. Y., to Railhead in Village of Holley, town of Murray, Orleans County, N. Y., and to Motor Carriers' Freight Terminals in Rochester and Buffalo, N. Y. (for interstate movements beyond, by such carriers).*

No. MC 98952 Sub 2, filed August 13, 1956, M. W. CROSBY and C. E. MAXEY, doing business as GENERAL TRANSFER CO., 2300 North Main Street, Decatur, Ill. Applicant's representative: Grover C. Hoff, 611-612 Ridgely Building, Springfield, Ill. For authority to operate as a common carrier, over irregular routes, transporting: *Petroleum products, in bulk, in tank vehicles, from New Goshen, Vigo County, Ind., and points within five miles of New Goshen, to points in Illinois; and meat, meat products and meat by-products, dairy products, articles distributed by meat-packing houses, and empty containers or other such incidental facilities (not specified) used in transporting the commodities specified, between Decatur, Ill., and points in Illinois.*

NOTE: Applicant requests dismissal of his second proviso filing in Docket No. MC 98952

concurrently with the granting of two temporary authority applications corresponding to the permanent authority applied for herein. Applicant is authorized to conduct operations in Illinois.

No. MC 102298 Sub 8, filed July 27, 1956, PAN AMERICAN VAN LINES, INC., 251-257 Jericho Turnpike, Belle Rose, N. Y. Applicant's representative: Edward M. Alfano, 36 West 44th Street, New York 36, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: *Peat moss, from points in the New York, N. Y., "exempt" zone (that part of the New York, N. Y., Commercial Zone as defined in the fifth supplemental report in the Commercial Zones and Terminal Areas, 53 M. C. C. 451, within which local operations may presently be conducted under the exemption provided by section 203 (b) (8) of the Interstate Commerce Act), to points in New Jersey and Connecticut and points in Nassau, Suffolk, Westchester, Putnam, Dutchess, Columbia, Rensselaer, and Albany Counties, N. Y.*

No. MC 103378 Sub 74, filed August 14, 1956, PETROLEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's representative: Martin Sack, Atlantic National Bank Building, Jacksonville 2, Fla. For authority to operate as a common carrier, over irregular routes, transporting: *Tall oil fatty acids, in bulk, in tank vehicles, from Charleston, S. C., to Kings Mountain, N. C.*

No. MC 103993 Sub 74, filed August 1, 1956, MORGAN DRIVE-AWAY, INC., 509 Equity Building, Elkhart, Ind. Applicant's representative: John E. Lesow, 632 Illinois Building, 17 West Market Street, Indianapolis 4, Ind. For authority to operate as a common carrier, over irregular routes, transporting: *Trailers, designed to be drawn by passenger automobiles, in initial movements, by the driveway method, from the site of the plant of Cree Coaches, Inc., located on U. S. Highway 301 approximately one (1) mile north of the city limits of Dade City, Fla., to points in the United States.* Applicant is authorized to conduct operations throughout the United States.

No. MC 106644 Sub 31, filed August 2, 1956, SUPERIOR TRUCKING COMPANY, INC., 520 Bedford Place NE, Atlanta, Ga. Applicant's representative: Reuben G. Crimm, Eight-O-Five Peachtree Street Building, Atlanta 8, Ga. For authority to operate as a common carrier, over irregular routes, transporting: *Commodities requiring special equipment, between points in Wisconsin, on the one hand, and, on the other, points in Tennessee.* Applicant is authorized to conduct operations in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

NOTE: Applicant has contract carrier irregular route authority in Permit No. MC 104724, dated May 25, 1954, section 210 (dual operations) may be involved.

No. MC 106914 Sub 14, filed August 6, 1956, HAROLD FINE, doing business as AMERICAN CARTAGE COMPANY, 1575 Fairfield Avenue, Cleveland, Ohio.

Applicant's representative: G. H. Dilla, 3350 Superior Avenue, Cleveland 14, Ohio. For authority to operate as a common carrier, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, between the plant of the Ford Motor Company located in Brownhelm Township, Lorain County, Ohio, on the one hand, and, on the other, Cleveland, Ohio, and points in Pennsylvania on and north of U. S. Highway 322 from the Ohio-Pennsylvania State line to Franklin, and on and west of U. S. Highway 62 from Franklin to the Pennsylvania-New York State line, and those in Michigan on and south of U. S. Highway 12 from Detroit to Jackson, and on and east of U. S. Highway 127 from Jackson to the Michigan-Ohio State line. Applicant is authorized to conduct operations in Michigan, Ohio, and Pennsylvania.

No. MC 107002 Sub 103, filed August 13, 1956, WALTER M. CHAMBERS, doing business as W. M. CHAMBERS TRUCK LINE, 105 Gluffrias Avenue, (P. O. Box 637) New Orleans, La. For authority to operate as a common carrier, over irregular routes, transporting: *Lubricating oils and lubricating oil compounds*, in bulk, in tank vehicles, from Jefferson, Orleans, Plaquemines, St. Bernard and St. Charles Parishes, La., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, and Texas. Applicant is authorized to conduct operations in Alabama, Arkansas, Georgia, Louisiana, Mississippi, Missouri, Tennessee, and Wisconsin.

No. MC 107477 Sub 6, filed August 13, 1956, AUTO EXPRESS, INC., Route 1, Box 812, Dinsmore, Fla. Applicant's representative: Dan R. Schwartz, Suite 713 Professional Building, Jacksonville 2, Fla. For authority to operate as a common carrier, over irregular routes, transporting: *New automobiles*, in initial movements, in truckaway service, from Evansville, Ind., to Augusta, Ga., and points in Florida. Applicant is authorized to conduct operations in Florida, Georgia, and Michigan.

No. MC 108473 Sub. 15, filed July 12, 1956, ST. JOHNSBURY TRUCKING COMPANY, INC., 38 Main Street, St. Johnsbury, Vt. For authority to operate as a common carrier, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) between Bennington, Vt., and New York, N. Y., as follows: (a) from Bennington over Vermont Highway 9 to the Vermont-New York State line, thence over New York Highway 7 to Troy, N. Y., thence over U. S. Highway 4 to junction U. S. Highway 20, thence over U. S. Highway 20 to junction U. S. Highway 9, thence over U. S. Highway 9 to junction U. S. Highway 44 at Poughkeepsie, N. Y., thence over U. S. Highway 44 to junction U. S. Highway 9W, thence over U. S. Highway 9W via Newburg, N. Y., to the New York-New Jersey State line, thence

continue over U. S. Highway 9W to junction U. S. Highway 9, thence over U. S. Highway 9 to junction New Jersey Highway 7, thence over New Jersey Highway 7 to the Holland Tunnel, thence via the Holland Tunnel to New York, and return over the same route, serving no intermediate points; (b) from Bennington, Vt., to Troy, N. Y., as specified above, thence over New York Highway 7 to junction New York Highway 32, thence over New York Highway 32 to junction U. S. Highway 9W, thence over U. S. Highway 9W to junction U. S. Highway 44, thence over U. S. Highway 44 to junction U. S. Highway 9 at Poughkeepsie, N. Y., thence over U. S. Highway 9 to New York, and return over the same route, serving no intermediate points; and (c) from Bennington to Newburg, N. Y., as specified above, thence over New York Highway 32 to junction New York Highway 17, thence over New York Highway 17 to the New York-New Jersey State line, thence over New Jersey Highway 17 to junction New Jersey Highway 7, thence over New Jersey Highway 7 to the Holland Tunnel, thence via the Holland Tunnel to New York, and return over the same route, serving no intermediate points.

NOTE: Applicant proposes to operate over the highways outlined above as alternate routes for operating convenience only in connection with its authorized regular route operations between Bennington, Vt., and New York, N. Y., over Vermont Highway 9 to Brattleboro, Vt., over U. S. Highway 5 to New Haven, Conn., and over U. S. Highway 1 to New York;

(2) between Rutland, Vt., and New York, N. Y., as follows: From Rutland over U. S. Highway 4 to the Vermont-New York State line at Fair Haven, Vt., thence continue over U. S. Highway 4 to junction New York Highway 32 north of Hudson Falls, N. Y., thence over New York Highways 32 and 32B to Glens Falls, N. Y., thence over U. S. Highway 9 to Albany, N. Y., thence over New York State Thruway to the New York-New Jersey State line at Suffern, N. Y., thence over U. S. Highway 202 to junction New Jersey Highway 17, thence over New Jersey Highway 17 to junction New Jersey Highway 7, thence over New Jersey Highway 7 to the Holland Tunnel, thence via the Holland Tunnel to New York, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations between Rutland, Vt., and New York, N. Y., over U. S. Highway 7, and Vermont Highway 103 to Bellows Falls, Vt., thence over U. S. Highway 5 to New Haven, Conn., and over U. S. Highway 1 to New York; (3) between Burlington, Vt., and New York, N. Y., as follows: from Burlington over U. S. Highway 7 to Vergennes, Vt., thence over Vermont Highway 22A to junction U. S. Highway 4 at Fair Haven, Vt., thence over U. S. Highway 4 to Troy, N. Y., thence over New York Highway 7 to junction New York Highway 32, thence over New York Highway 32 to Albany, N. Y., thence over New York State Thruway to the New York-New Jersey State line at Suffern, N. Y., thence over U. S. Highway 202 to junction New Jersey Highway 17, thence

over New Jersey Highway 17 to junction New Jersey Highway 7, thence over New Jersey Highway 7 to the Holland Tunnel, thence via the Holland Tunnel to New York, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations between Burlington, Vt., and New York, N. Y., over U. S. Highway 7 to North Clarendon, Vt., thence over Vermont Highway 103 to Bellows Falls, Vt., thence over U. S. Highway 5 to New Haven, Conn., and over U. S. Highway 1 to New York; (4) between New York, N. Y., and Newark, N. J., as follows: From New York over U. S. Highway 1 to Newark, N. J., also from New York via the Holland Tunnel to junction New Jersey Highway 7, thence over New Jersey Highway 7 to junction U. S. Highway 1, thence over U. S. Highway 1 to Newark, and return over the same routes, serving no intermediate points; and (5) between junction New Jersey Highways 17 and 7 at or near North Arlington, N. J., and Newark, N. J., over New Jersey Highway 17, serving no intermediate points, but serving junction New Jersey Highways 17 and 7 for joinder purposes only. Applicant is authorized to conduct regular route operations in Connecticut, Maine, Massachusetts, New Hampshire, New York, New Jersey, Rhode Island, and Vermont, and irregular route operations in Connecticut, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont.

NOTE: Applicant states it has authority to serve Newark, N. J., as an off-route point and is seeking authority to operate over the above-specified connecting routes for operating convenience only in connection with its previously described Vermont-New York, N. Y., service routes.

No. MC 109564 Sub 4, filed August 13, 1956, LYONS TRANSPORTATION CO., A Corporation, 1701 Parade Street, Erie 5, Pa. Applicant's representative: John P. McMahon, 44 East Broad Street, Columbus 18, Ohio. For authority to operate as a common carrier, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, and commodities requiring special equipment, serving the site of the Chevrolet Division Plant of General Motors Corporation in Lordstown Township, Trumbull County, Ohio, as an off-route point in connection with applicant's authorized regular route operations between (1) Erie, Pa., and Youngstown, Ohio, over Ohio Highways 7 and 90, (2) Cleveland, Ohio, and Youngstown, Ohio, over Ohio Highway 18, and U. S. Highways 62 and 422, (3) Youngstown, Ohio, and Pittsburgh, Pa., over Ohio Highway 7, and U. S. Highway 422, and (4) Youngstown, Ohio, and Sharon, Pa., over U. S. Highway 62. Applicant is authorized to conduct operations in Ohio, Pennsylvania, and New York.

No. MC 110698 Sub 78 (Amended), filed July 27, 1956, published in the August 15, 1956, issue on Page 6103, MILLER MOTOR LINE OF NORTH CAROLINA, INCORPORATED (J. ARCHIE CANNON, JR., SUCCESSOR TRUS-

TEE), P. O. Box 457, Winston Road, Greensboro, N. C. Applicants representative: Frank B. Hand, Jr., Transportation Building, Washington 6, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Animal oil and animal grease*, in bulk, in tank vehicles, from Society Hill, S. C., and points within 15 miles thereof, to points in North Carolina, Georgia, and Tennessee. Applicant is authorized to conduct operations in Georgia, Maryland, North Carolina, South Carolina, Tennessee, and Virginia.

No. MC 111159 Sub 30, filed August 13, 1956, MILLER PETROLEUM TRANSPORTERS, LTD., P. O. Box 1123, Jackson, Miss. Applicant's representative: Phineas Stevens, P. O. Box 141, 900 Milner Building, Jackson, Miss. For authority to operate as a *common carrier*, over irregular routes, transporting: *Asphalt*, in bulk, in tank vehicles, from Memphis, Tenn., to points in Alabama on and north of U. S. Highway 11; those in Arkansas on and east of U. S. Highway 65; those in that part of Missouri on and east of a line extending along U. S. Highway 65 from the Missouri-Arkansas State Line to Springfield, Mo.; thence along U. S. Highway 66 to St. James, Mo.; thence along Missouri Highway 8 to junction U. S. Highway 67, thence over U. S. Highway 67 to Farmington, Mo., and thence along Missouri Highway 32 to St. Genevieve, Mo.; those in that part of Illinois on and south of a line extending along Illinois Highway 150 from Chester, Ill., to junction Illinois Highway 154, thence along Illinois Highway 154 to junction U. S. Highway 51, thence along U. S. Highway 51 to Ashley, Ill., and thence along U. S. Highway 460 to the Illinois-Indiana State line; and points in Kentucky on and west of U. S. Highway 231. Applicant is authorized to conduct operations in Mississippi, Louisiana, Tennessee, Alabama, and Georgia.

No. MC 111435 Sub 12, filed August 14, 1956, C. & E. TRUCKING CORP., 80 Montgomery Street, Rhinebeck, N. Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N. Y. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Ice cream mix*, in bulk, in tank vehicles, from Canastota, N. Y., to Southbury, Conn.

No. MC 111435 Sub 13, filed August 15, 1956, C. & E. TRUCKING CORP., 80 Montgomery Street, Rhinebeck, N. Y. Applicant's representative: Bert Collins, 140 Cedar Street, New York 6, N. Y. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Whole condensed milk*, in bulk, in tank vehicles, from Canastota, N. Y., to Southbury, Conn.

No. MC 112497 Sub 57, filed August 1, 1956, HEARIN TANK LINES, INC., 6440 Rawlins Street (P. O. Box 3096), Istrouma Branch, Baton Rouge 5, La. For authority to operate as a *common carrier*, over irregular routes, transporting: *Muriatic acid*, in bulk, in tank vehicles, from Norco, La., to Brookhaven, Natchez and Clarksdale, Miss. Applicant is authorized to conduct operations in Alabama and Florida.

No. MC 112497 Sub 61, filed August 13, 1956, HEARIN TANK LINES, INC., 6440

Rawlins Street (P. O. Box 3096), Baton Rouge 5, La. For authority to operate as a *common carrier*, over irregular routes, transporting: *Liquid fluorine*, in shipper owned trailers, from Baton Rouge, La., to Santa Susana, Calif., Cleveland, Ohio, and Buffalo, N. Y., and empty shipper owned trailers from the above-described destination points to Baton Rouge, La., on return.

No. MC 113094 Sub 4, filed April 26, 1955, (REOPENED FOR FURTHER HEARING) R. A. GOULD, INC., P. O. Box 822, Moab, Utah. Applicant's representative: Harry D. Pugsley, Continental Bank Building, Salt Lake City 1, Utah. This proceeding is REOPENED FOR FURTHER HEARING at a time and place to be hereafter fixed, solely with respect to the proposed transportation of *acids*, in bulk, from Rico (Dolores County), Colo., to Monticello, Utah.

No. MC 113336 Sub 9, filed August 14, 1956, PETROLEUM TRANSIT COMPANY, INC., East Second Street, P. O. Box 921, Lumberton, N. C. Applicant's representative: James E. Wilson, Continental Building, Fourteenth at K NW., Washington 5, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Asphalt*, in bulk, in tank vehicles, from Wilmington, N. C., to points in Clarendon, Georgetown, Kershaw, Lancaster, Lee, Spartanburg, Sumter, Williamsburg, and York Counties, S. C.

No. MC 114091 Sub 12, filed August 13, 1956, DIRECT TRANSPORT COMPANY OF KENTUCKY, INC., 3601 South Seventh Street Road, Louisville, Ky. Applicant's representative: Ollie L. Merchant, 712 Louisville Trust Building, Louisville 2, Ky. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Hooen, Ohio, and points within two miles thereof to points in Indiana and Kentucky.

No. MC 114546 Sub 2, filed August 13, 1956, MORTON NORTHRUP, doing business as NORTHERN CARTAGE CO., 4860 North Nagle Avenue, Norwood Park, Ill. Applicant's representative: Zeamore A. Ader, 100 North LaSalle Street, Chicago, Ill. For authority to operate as a *common carrier*, over irregular routes, transporting: *Such commodities as are dealt in by wholesale and retail furniture houses, including household appliances*, between Chicago, Ill., and points in Jasper, Lake, La Porte, Newton, Porter, and Starke Counties, Ind., and points in Kenosha, Racine, Milwaukee, Walworth, Waukesha, Jefferson, and Rock Counties, Wis., and damaged, defective, returned and repossessed merchandise from the above-described destinations points to Chicago, Ill., on return. Applicant is authorized to conduct operations in Illinois and Indiana.

NOTE: In Certificate No. MC 114546 Sub 1 applicant is authorized to transport *Used upholstered sofas, chairs and foot stools*, between Chicago, Ill., on the one hand, and, on the other, points in Jasper, Lake, LaPorte, Newton, Porter, and Starke Counties, Ind. Any duplication of the instant application with present authority should be eliminated.

No. MC 114890 Sub 3, filed August 6, 1956, C. E. REYNOLDS, 2209 Range Line,

P. O. Box 331, Joplin, Mo. Applicant's representative: Stanley P. Clay, 514 First National Building, P. O. Box 578, Joplin, Mo. For authority to operate as a *common carrier*, over irregular routes, transporting: *Fertilizer solutions*, in insulated stainless steel trailers, from the site of Grace Chemical Company plant at or near Woodstock, Tenn., to points in Alabama, Arkansas, Florida, Illinois, Indiana, Kentucky, Louisiana, Mississippi, and Missouri. Applicant is authorized to conduct operations in Kansas, Missouri, Oklahoma, Arkansas, and Texas.

No. MC 115567 Sub 1, filed August 16, 1956, MAURICE PAQUETTE, Lac des Ecorces, Conte de Labelle, Province de Quebec, Canada. Applicant's representative: Courtemanche et Therrien, Mont Laurier, Province de Quebec, Canada. For authority to operate as a *contract carrier*, over a regular route, transporting: *Granite*, from port of entry on U. S. Highway 7 on the International Boundary between the United States and Canada and Barre, Vt., from said port of entry over U. S. Highway 7 to its junction with U. S. Highway 2, thence over U. S. Highway 2 to junction with U. S. Highway 302, thence over U. S. Highway 302 to Barre, and return over the same route.

No. MC 115965, filed April 27, 1956, RUSSELL STUBBLEFIELD, doing business as SOUTHWEST GARAGE AND AUTO PARTS, Robertsville, Mo. Applicant's representative: A. D. Crenshaw, 3608 South Grand Boulevard, St. Louis 18, Mo. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Disabled motor vehicles* (automobiles, trucks and busses), between points in Missouri, Illinois, Indiana, Arkansas, Kansas, Oklahoma, Ohio, Mississippi, and Texas.

No. MC 116023, filed July 27, 1956, AA AUTO DELIVERY, INC., 144 Flatbush Avenue, Brooklyn, N. Y. Applicant's representative: Herbert Burstein, 135 Broadway, New York 6, N. Y. For authority to operate as a *common carrier*, over irregular routes, transporting: *Automobiles* by independent drivers, not employed by applicant, for ultimate consumers and not for commercial dealers, jobbers, distributors and manufacturers, said consumers engaging the drivers, from, to, and between points in the United States. The application is accompanied by motion to dismiss on the grounds that the operations of the applicant are not such as are subject to the provisions of the Interstate Commerce Act nor within the jurisdiction of the Interstate Commerce Commission.

No. MC 116122, filed July 27, 1956, WALLACE PREZANT, doing business as BILL CASE TRAVEL COMPANY, 181 Seventh Avenue, New York, N. Y. Applicant's representative: Herbert Burstein, 135 Broadway, New York 6, N. Y. For authority to operate as a *common carrier*, over irregular routes, transporting: *Automobiles* by independent drivers not employed by applicant, for ultimate consumers and not for commercial dealers, jobbers, distributors and manufacturers, said consumers engaging the drivers, from, to, and between points in the United States. The application is accompanied by motion to dismiss on the grounds that the operations of applicant

are not such as are subject to the provisions of the Interstate Commerce Act nor within the jurisdiction of the Interstate Commerce Commission.

No. MC 116126, filed July 27, 1956, HARMON SERVICE CORP., doing business as NATIONAL CAR TRAVEL, 1535 Undercliff Avenue, Bronx, New York, N. Y. Applicant's representative: Herbert Burstein, 135 Broadway, New York 6, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: *Automobiles* by independent drivers, not employed by applicant, for ultimate consumers and not for commercial dealers, jobbers, distributors and manufacturers, said consumers engaging the drivers, from, to, and between points in the United States. The application is accompanied by motion to dismiss on the grounds that the operations of the applicant are not such as are subject to the provisions of the Interstate Commerce Act nor within the jurisdiction of the Interstate Commerce Commission.

No. MC 116135, filed July 27, 1956, NELSON RAPID SERVICE CORP., 15 Park Row, New York, N. Y. Applicant's representative: Herbert Burstein, 135 Broadway, New York 6, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: *Automobiles* by independent drivers not employed by applicant, for ultimate consumers and not for commercial dealers, jobbers, distributors and manufacturers, said consumers engaging the drivers, from, to, and between points in the United States. The application is accompanied by motion to dismiss on the grounds that the operations of applicant are not such as are subject to the provisions of the Interstate Commerce Act nor within the jurisdiction of the Interstate Commerce Commission.

No. MC 116136, filed July 27, 1956, AAKON AUTO DELIVERY, INC., 1 Beekman Street, New York, N. Y. Applicant's representative: Herbert Burstein, 135 Broadway, New York 6, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: *Automobiles* by independent drivers, not employed by applicant, for ultimate consumers and not for commercial dealers, jobbers, distributors and manufacturers, said consumers engaging the drivers, from, to, and between points in the United States. The application is accompanied by motion to dismiss on the grounds that the operations of the applicant are not such as subject to the provisions of the Interstate Commerce Act nor within the jurisdiction of the Interstate Commerce Commission.

No. MC 116156, filed August 9, 1956, BERNARD AND MILTON JAEGER, 319 East Third Avenue, Bay Shore, Long Island, N. Y. Applicant's representative: Nathan E. Zelby, 135 Broadway, New York 6, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: *Mobile homes and house trailers*, between Nassau and Suffolk Counties, N. Y., on the one hand, and, on the other, points in New York, New Jersey, Delaware, Virginia, Maryland, North Carolina, South Carolina, Georgia, and Florida.

No. MC 116158, filed August 10, 1956, ROBERT H. BURNHAM AND LAURENCE M. BURNHAM, doing business as BURNHAM BROS. TRUCKING, 52 Fletcher Street, Ayer, Mass. Applicant's representative: Joseph Levco, 209 Washington Street, Boston, Mass. For authority to operate as a contract carrier, over irregular routes, transporting: *Automatic mechanical pin setting machines and parts thereof* when moving with shipments of the described machines, from Boston, Mass., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Pennsylvania, Maryland, Virginia, West Virginia, North Carolina, South Carolina, Georgia, and Florida, and the District of Columbia. Applicant is authorized to conduct operations under the second proviso of section 206 (a) (1), Interstate Commerce Act, in Massachusetts.

No. MC 116159, filed August 13, 1956, ERNEST HINES, INC., 2600 East 52d Street, Indianapolis, Ind. Applicant's representative: Robert W. Loser, 317 Chamber of Commerce Building, Indianapolis, Ind. For authority to operate as a common carrier, over irregular routes, transporting: *Sand, gravel, stone, dirt, cement, coal, brick, road building materials, construction materials*, in dump trucks only, between points in Indiana (except Speed, Ind.), and Ohio and those in Kentucky within 50 miles of Milton, Ky., including Milton.

NOTE: Applicant under Permit No. MC 114373 Sub 2 conducts substantially the same operation as proposed herein as a contract carrier. Applicant is desirous that all of his operations be those of a common carrier and if the applied-for authority is granted, will request that Permit No. MC 114373 Sub 2 be cancelled. Applicant is conducting operations in Indiana, Ohio, and Kentucky.

No. MC 116168, filed August 17, 1956, WILLIAM D. MUSSER, doing business as SAFEWAY GARAGE AND TOW SERVICE, 1201 East 11th Street, Kansas City 6, Mo. For authority to operate as a common carrier, over irregular routes, transporting: *Motor vehicles*, (wrecked or disabled) between points in Missouri and Kansas.

APPLICATIONS OF MOTOR CARRIERS OF PASSENGERS

No. MC 3647 Sub 203, filed August 16, 1956, PUBLIC SERVICE COORDINATED TRANSPORT, 80 Park Place, Newark, N. J. Applicant's representative: Frederick M. Broadfoot, Public Service Terminal, Newark 1, N. J. For authority to operate as a common carrier, over regular routes, transporting: *Passengers and their baggage, and express and newspapers* in the same vehicle with passengers, between Philadelphia, Pa., and Gloucester, N. J., from Philadelphia over the Walt Whitman Bridge to New Jersey, thence over bridge approach and access roads leading to new New Jersey Highway 42, North-South Freeway, thence over new New Jersey Highway 42, North-South Freeway, to junction U. S. Highway 130 (Crescent Boulevard) in Gloucester, N. J., and return over the same routes, serving all intermediate points. Applicant

is authorized to conduct operations in New Jersey and New York and to Philadelphia, Pa.

No. MC 108766 Sub 7, filed June 6, 1956, THE GREEN FLYER, INC., doing business as GREEN FLYER, 444 Hillside Avenue, Hillside, N. J. Applicant's representative: Edward F. Bowes, 1060 Broad Street, Newark 2, N. J. For authority to operate as a common carrier, over a regular route, transporting: *Passengers and their baggage*, in the same vehicle with passengers, between junction New Jersey Turnpike and the Newark Bay-Hudson County Extension of said Turnpike in Newark, N. J., and New York, N. Y., as follows: From said junction over the Newark Bay-Hudson County Extension (Jersey City Expressway) to junction U. S. Highway 1 in Jersey City, N. J., thence over U. S. Highway 1 to the Holland Tunnel, thence through the Holland Tunnel to New York, and return over the same route, serving no intermediate points, but serving junction New Jersey Turnpike and the Newark Bay-Hudson County Extension for joinder purposes only. Applicant is authorized to conduct operations in New Jersey and New York.

No. MC 116138, filed July 13, 1956, J. L. VAILLANCOURT, doing business as EASTERN BUS LINE, 161 St. Jacques Street, Coaticook, Quebec, Canada. For authority to operate as a common carrier, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle with passengers, in round-trip charter operations, beginning and ending at ports of entry located on the International Boundary line between the United States and Canada in Maine, New York, New Hampshire, and Vermont and extending to points in Maine, Massachusetts, New York, New Hampshire, and Vermont.

APPLICATIONS UNDER SECTION 5 AND 210a (b)

No. MC-F 6177, published in the January 18, 1956, issue of the FEDERAL REGISTER on page 350. Supplemental applications filed June 13, 1956, July 2, 1956, and August 15, 1956, to show joinder of VIRGINIA STAGE LINES, INCORPORATED, doing business as VIRGINIA TRAILWAYS, of Charlottesville, Va., TRANSCONTINENTAL BUS SYSTEM, INC., of Dallas, Texas, CONTINENTAL SOUTHERN LINES, INC., of Alexandria, La., CONTINENTAL BUS SYSTEM, INC., of Dallas, Texas, AMERICAN BUS LINES, INC. (RICHARD W. SMITH, TRUSTEE, and W. F. AIKMAN, ADDITIONAL TRUSTEE), of Lincoln, Nebraska, CAROLINA COACH COMPANY, doing business as CAROLINA TRAILWAYS, of Raleigh, N. C., and QUEEN CITY COACH COMPANY, of Charlotte, N. C., as parties in control of vendee.

No. MC-F 6369. Authority sought for purchase by DENVER-CHICAGO TRUCKING COMPANY, INC., 2501 Blake Street, Denver, Colo., of a portion of the operating rights and certain property of HENNEPIN TRANSPORTATION CO., INC., 23 Northeast Fourth Street, Minneapolis, Minn., and for acquisition by GEORGE J. KOLOWICH, JR., of Denver, Colo., DETROIT & CLEVELAND

NAVIGATION COMPANY, GRISWOLD BUILDING, INC., and WHITTIER CORPORATION, all of Detroit, Mich., of control of such rights and property through the purchase. Applicants' representatives: Axelrod, Goodman & Steiner, 39 South LaSalle Street, Chicago 3, Ill., and Robins, Davis & Lyons, Rand Tower, Minneapolis 2, Minn. Operating rights sought to be transferred: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a *common carrier* over regular routes between Chicago, Ill., and Detroit, Mich., serving certain intermediate and off-route points; four alternate routes for operating convenience only; *general commodities*, with certain exceptions including household goods and commodities in bulk, over irregular routes between Detroit, Mich., on the one hand, and, on the other, points in Michigan within 20 miles of the intersection of Woodward and Gratiot Avenues, Detroit, Mich. Vendee is authorized to operate as a *common carrier* in Colorado, Washington, Wyoming, Utah, Idaho, Oregon, Missouri, Kansas, Arizona, California, New Mexico, New York, Massachusetts, Indiana, Connecticut, Pennsylvania, Nebraska, Ohio, and New Jersey. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6370. Authority sought for control and merger by DUNDEE TRUCK LINE, INC., 660 Sterling Street, Toledo, Ohio, of the operating rights and property of CENTRAL FREIGHT SYSTEMS, INC., 415 North May Street, Chicago, Ill., and for acquisition by HAROLD E. KLOPFENSTEIN, also of Toledo, of control of such rights and property through the transaction. Applicant's representatives: Axelrod, Goodman & Steiner, 39 South LaSalle Street, Chicago 3, Ill., and Cline, Bischoff & Cook, 420 Security Building, Toledo, Ohio. Operating rights sought to be controlled and merged: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a *common carrier* over a regular route between Chicago, Ill., and Toledo, Ohio, serving all intermediate points and the off-route point of Rossford, Ohio; four alternate routes for operating convenience only. DUNDEE TRUCK LINE, INC., is authorized to operate as a *common carrier* in Michigan, Ohio, and Indiana. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6371. Authority sought for purchase by WRIGHT MOTOR LINES, INC., 16th and Elm, Rocky Ford, Colo., of the operating rights of STARK & TODD, INC., 1245 Park Avenue, Canon City, Colo., and for acquisition by GEORGE G. WRIGHT and VIOLA L. WRIGHT, both of Rocky Ford, of control of such rights through the purchase. Applicants' representative: Marion F. Jones, 526 Denham Building, Denver 2, Colo. Operating rights sought to be transferred: *Petroleum products*, in bulk, in tank trucks, as a *common carrier*, over irregular routes, from Enid and Ponca City, Okla., and Potwin, Liberal, and Great Bend, Kans., to certain points in Colorado, from Arkansas City, Augusta, Wichita, Hutchinson, McPherson, Russell, Shallow Water, and El Dorado,

Kans., to certain points in Colorado, from Pampa and Borger, Tex., to Colorado Springs, Colo., from a refinery approximately six miles east of U. S. Highway 287 between Stratford and Dumas, Tex., at a point known as Sheerin Junction, Tex., to certain points in Colorado, and between Augusta, Kans., on the one hand, and, on the other, certain points in Colorado. Vendee is authorized to operate as a *common carrier* in Kansas, Colorado, Oklahoma, South Dakota, Nebraska, Wyoming, Utah, Idaho, Texas, Arkansas, Missouri, New Mexico and Louisiana. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6372. Authority sought for control by THE PITTSBURGH COMPANY, 250 Park Avenue, New York 17, N. Y., of BRINK'S, INCORPORATED, 234 East 24th Street, Chicago 16, Ill. Applicant's representatives: David Teitelbaum, 2 Wall Street, New York 5, N. Y., and Edward K. Wheeler, Southern Building, Washington, D. C. Operating rights sought to be controlled: *Precious metals, jewelry, precious stones, monies, legal tender, stocks and bonds, negotiable and non-negotiable instruments and securities, postage and revenue stamps, currency, coin, and other valuable documents and rare objects*, as a *contract carrier* over irregular routes, from, to and between points and areas, varying with the commodity transported, in Delaware, Illinois, Michigan, Indiana, Iowa, Kentucky, Massachusetts, New Hampshire, Connecticut, Missouri, Kansas, New Jersey, New York, Maryland, Pennsylvania, Ohio, West Virginia, Rhode Island, Virginia, Wisconsin, Georgia, Tennessee, Florida, Alabama, Louisiana, and the District of Columbia. Applicant is not a carrier, but is affiliated with UNITED STATES TRUCKING CORPORATION, which is authorized to operate as a *common and contract carrier* in New York, New Jersey, Connecticut, Delaware, Maryland, Massachusetts, Pennsylvania, Maine, New Hampshire, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. Application has not been filed for temporary authority under section 210a (b).

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 56-6952; Filed, Aug. 28, 1956;
8:51 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

AUGUST 24, 1956.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 32551: *Foodstuffs—within and from and to points in the Southwest*. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on canned or preserved foodstuffs, carloads between points within the Southwest, between

points in southwestern and western trunk-line territories, and from points in official territory to points in southwestern territory.

Grounds for relief: Short-line distance formula, truck competition, and circuitous routes.

Tariff: Agent Kratzmeir's tariff I. C. C. 4221 and two other tariffs.

FSA No. 32552: *Foodstuffs—southwest to official territory*. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on canned or preserved foodstuffs, carloads from points in southwestern territory to points in official territory.

Grounds for relief: Short-line distance formula, truck competition and circuitous routes.

Tariff: Agent Kratzmeir's tariff I. C. C. 4222.

FSA No. 32553: *Substituted service—Motor-rail-motor—N. Y., N. H., and H. R.R.* Filed by The New York, New Haven and Hartford Railroad Company, for itself and on behalf of D&N Motor Transportation Co. Rates on freight, in highway truck trailers loaded on railroad flat cars between Boston, Mass., on one hand, and New Haven, Conn., on the other; also between Hartford, Providence, R. I., and Springfield, Mass., on the one hand, and Harlem River, N. Y., on the other.

Grounds for relief: Truck competition.

FSA No. 32554: *Perlite mix—Socorro, N. Mex., to Mississippi River crossings*. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on perlite mix, carloads, from Socorro, N. Mex., to Memphis, Tenn., Natchez and Vicksburg, Miss.

Grounds for relief: Short-line distance formula and circuitous routes.

Tariff: Supplement 13 to Agent Kratzmeir's I. C. C. 4157.

FSA No. 32555: *Roofing and building materials to St. Louis, Mo., group*. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on roofing and building material and roofing slate, carloads from specified points in Arkansas, Louisiana, Oklahoma, and Texas to St. Louis, Mo., and East St. Louis, Ill.

Grounds for relief: Short-line distance formula, market competition, and circuitous routes.

Tariff: Supplement 152 to Agent Kratzmeir's I. C. C. 4087 and three other tariffs.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 56-6944; Filed, Aug. 28, 1956;
8:49 a. m.]

[Rev. S. O. 562, Amdt. 2 to Taylor's I. C. C. Order 70]

MISSOURI-KANSAS-TEXAS RAILROAD CO. DIVERSION OR REROUTING OF TRAFFIC

Upon further consideration of Taylor's I. C. C. Order No. 70 and good cause appearing therefor: It is ordered, That:

Taylor's I. C. C. Order No. 70 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p. m., December 15, 1956, unless otherwise modified, changed, suspended or annulled.

It is further ordered, That this amendment shall become effective at 11:59 p. m., September 15, 1956, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement, and by filing it with the Director, Division of the Federal Register.

Issued at Washington, D. C., August 22, 1956.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F. R. Doc. 56-6945; Filed, Aug. 28, 1956;
8:49 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

[Vesting Order SA-104]

FONCIERE INSURANCE CO.

In re: Debt owing to the Fonciere Insurance Company, also known as Fonciere Allgemeine Versicherungs-Anstalt, F-34-1064; F-63-60, Zurich.

Under the authority of Title II of the International Claims Settlement Act of 1949, as amended (69 Stat. 562), Executive Order 10644, November 7, 1955 (20 F. R. 8363), Department of Justice Order No. 106-55, November 23, 1955 (20 F. R. 8993), and pursuant to law, after investigation, it is hereby found and determined:

1. That the property described as follows: That certain debt or other obligation of the Swiss Credit Bank, also known as Credit Suisse, New York Agency, 25 Pine Street, New York 5, New York, in the sum of \$99,746.00, being a portion of the ordinary blocked account entitled, "Credit Suisse, Zurich (Swiss Credit Bank, Zurich)," maintained at the aforesaid bank, together with any and all rights to demand, enforce and collect the same,

is property within the United States which was blocked in accordance with Executive Order 8389, as amended, and remained blocked on August 9, 1955, and which is, and as of September 15, 1947, was, owned directly or indirectly by the Fonciere Insurance Company, also known as Fonciere Allgemeine Versicherungs-Anstalt, Budapest, Hungary, a national of Hungary as defined in said Executive Order 8389, as amended.

2. That the property described herein is not owned directly by a natural person.

There is hereby vested in the Attorney General of the United States the property described above, to be administered, sold, or otherwise liquidated, in accordance with the provisions of Title II of the International Claims Settlement Act of 1949, as amended.

It is hereby required that the property described above be paid, conveyed, transferred, assigned and delivered to

or for the account of the Attorney General of the United States in accordance with directions and instructions issued by or for the Assistant Attorney General, Director, Office of Alien Property, Department of Justice.

The foregoing requirement and any supplement thereto shall be deemed instructions or directions issued under Title II of the International Claims Settlement Act of 1949, as amended. Attention is directed to section 205 of said Title II (69 Stat. 562) which provides that:

Any payment, conveyance, transfer, assignment, or delivery of property made to the President or his designee pursuant to this title, or any rule, regulation, instruction, or direction issued under this title, shall to the extent thereof be a full acquittance and discharge for all purposes of the obligation of the person making the same; and no person shall be held liable in any court for or in respect of any such payment, conveyance, transfer, assignment, or delivery made in good faith in pursuance of and in reliance on the provisions of this title, or of any rule, regulation, instruction, or direction issued thereunder.

Executed at Washington, D. C., on August 24, 1956.

For the Attorney General.

[SEAL] DALLAS S. TOWNSEND,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 56-6947; Filed, Aug. 28, 1956;
8:49 a. m.]

[Vesting Order SA-105]

GOVERNMENT OF HUNGARY

In re: Debt owing to the Government of Hungary. F-34-548.

Under the authority of Title II of the International Claims Settlement Act of 1949, as amended (69 Stat. 562), Executive Order 10644, November 7, 1955 (20 F. R. 8363), Department of Justice Order No. 106-55, November 23, 1955 (20 F. R. 8993), and pursuant to law, after investigation, it is hereby found and determined:

1. That the property described as follows: That certain debt or other obligation of Irving Trust Company, Forty-Sixth Street at Madison Avenue, New York 17, New York, arising out of an account entitled "Doctor A. Zentay," maintained at the aforesaid bank, together with any and all rights to demand, enforce and collect the same,

is property within the United States which was blocked in accordance with Executive Order 8389, as amended, and remained blocked on August 9, 1955, and which is, and as of September 15, 1947, was, owned directly or indirectly by Hungary as defined in said Executive Order 8389, as amended.

2. That the property described herein is not owned directly by a natural person.

There is hereby vested in the Attorney General of the United States the property described above, to be administered, sold, or otherwise liquidated, in accordance with the provisions of Title II of the International Claims Settlement Act of 1949, as amended.

It is hereby required that the property described above be paid, conveyed, transferred, assigned and delivered to or for the account of the Attorney General of the United States in accordance with directions and instructions issued by or for the Assistant Attorney General, Director, Office of Alien Property, Department of Justice.

The foregoing requirement and any supplement thereto shall be deemed instructions or directions issued under Title II of the International Claims Settlement Act of 1949, as amended. Attention is directed to Section 205 of said Title II (69 Stat. 562) which provides that:

Any payment, conveyance, transfer, assignment, or delivery of property made to the President or his designee pursuant to this title, or any rule, regulation, instruction, or direction issued under this title, shall to the extent thereof be a full acquittance and discharge for all purposes of the obligation of the person making the same; and no person shall be held liable in any court for or in respect of any such payment, conveyance, transfer, assignment, or delivery made in good faith in pursuance of and in reliance on the provisions of this title, or of any rule, regulation, instruction, or direction issued thereunder.

Executed at Washington, D. C., on August 24, 1956.

For the Attorney General.

[SEAL] DALLAS S. TOWNSEND,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 56-6948; Filed, Aug. 28, 1956;
8:50 a. m.]

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended; 29 U. S. C. 201 et seq.), and Part 522 of the regulations issued thereunder (29 CFR Part 522), special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates applicable under section 6 of the act have been issued to the firms listed below. The employment of learners under these certificates is limited to the terms and conditions therein contained and is subject to the provisions of Part 522. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods for certificates issued under general learner regulations (§§ 522.1 to 522.12) are as indicated below; conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.20 to 522.24, as amended March 1, 1956, 21 F. R. 1349).

The following learner certificates were issued for normal labor turnover purposes, except as otherwise indicated. The number of learners authorized is indicated:

Bar-Bi, Inc., 428 South Seventh Street, Lehigh, Pa.; effective 8-15-56 to 2-14-57; 15 learners for plant expansion purposes (ladies' blouses).

Carolyn's Fashions, Inc., Daleville Hwy., R. D. No. 3, Moscow, Pa.; effective 8-25-56 to 8-24-57; 5 learners (children's dresses).

Clinton Garment Manufacturing Co., Clinton, Ky.; effective 8-16-56 to 2-15-57; 75 learners for plant expansion purposes (men's and boys' parka jackets, etc.) (supplemental expansion certificate).

Hi-Style Fashions, 23 Everhart Street, Bottonwood, Wilkes-Barre, Pa.; effective 8-16-56 to 2-15-57; 10 learners for plant expansion purposes (ladies' dresses).

M. Janowitch & Sons, Main and Market Streets, Mahanoy City, Pa.; effective 8-21-56 to 8-20-57; 10 percent of factory production workers (ladies' cotton and rayon dresses).

Junior Form Lingerie Corp., Calnbrook, Pa.; effective 9-1-56 to 8-31-57; 10 percent of factory production workers (women's slips, petticoats and nightgowns).

Kayler Manufacturers, Inc., 822 Anderson Street, New Kensington, Pa.; effective 8-17-56 to 2-16-57; 35 learners for plant expansion purposes (ladies' cotton blouses) (supplemental expansion certificate).

Klinkerfuss Manufacturing Co., 895-907 East Seventh Street, St. Paul, Minn.; effective 8-16-56 to 8-15-57; 10 percent of factory production workers (men's and boys' jackets, parkas, mackinaws and ladies' jackets).

Gaspar La Fata & Co., 14 Bush Avenue, Staten Island, N. Y.; effective 8-15-56 to 2-14-57; 5 learners (pants).

Milbert Fashions, Inc., 1324 Main Street, Peckville, Pa.; effective 8-20-56 to 8-19-57; 10 learners (ladies' dresses).

Mount Holly Dress Co., Murrell and Paxson Streets, Mount Holly, N. J.; effective 8-15-56 to 8-14-57; 5 learners (children's cotton dresses).

Paimor Manufacturing Corp., Whiteville, N. C.; effective 9-1-56 to 8-31-57; 10 learners (men's and boys' denim dungarees).

The Pyke Manufacturing Co., 154 West Second Street, Salt Lake City, Utah; effective 8-14-56 to 2-13-57; 25 learners for plant expansion purposes engaged in the manufacture of ladies' and girls' pedal pushers only (work pants, overalls, jeans and coveralls).

Quaker Manufacturing Co., 19-21 St. Louis Street, Lewisburg, Pa.; effective 8-15-56 to 8-14-57; 10 percent of factory production workers (women's nightwear).

Robin Sportswear Co., 1013 Grand Street, Brooklyn, N. Y.; effective 8-15-56 to 2-14-57; 6 learners (women's sportswear).

Sanford Dress Corp., High Street, Sanford, Maine; effective 9-1-56 to 8-31-57; 10 percent of factory production workers (dresses).

Southern Textiles, Inc., Alamo, Tenn.; effective 8-24-56 to 8-23-57; 10 percent of factory production workers (foundation garments).

Standish Manufacturing Corp., 6014 11th Avenue, Brooklyn, N. Y.; effective 8-20-56 to 2-19-57; 10 percent of factory production workers (toddler and juvenile boys' suits).

Wright Manufacturing Co., Toccoa, Ga.; effective 8-20-56 to 8-19-57; 10 percent of factory production workers (cotton work clothing).

Cigar Industry Learner Regulations (29 CFR 522.80 to 522.85, as amended March 1, 1956, 21 F. R. 629).

National Cigar Co., 407 North Main Street, Frankfort, Ind.; effective 8-17-56 to 8-16-57; 10 percent of factory production workers for normal labor turnover purposes.

Glove Industry Learner Regulations (29 CFR 522.60 to 522.65, as amended March 1, 1956, 21 F. R. 581).

Joseph A. Milstein Co., Inc., 64 Trinity Place, Albany, N. Y.; effective 8-16-56 to 8-15-57; 10 learners for normal labor turnover purposes (wool knit gloves).

Hosiery Industry Learner Regulations (29 CFR 522.40 to 522.43, as amended March 1, 1956, 21 F. R. 629).

Frances Hosiery Mills, Route No. 6, Burlington, N. C.; effective 8-15-56 to 2-14-57; 10 learners for plant expansion purposes (seamless).

Moreland Knitting Mills, Moreland, Ga.; effective 8-17-56 to 8-16-57; five percent of factory production workers for normal labor turnover purposes (seamless).

Knitted Wear Industry Learner Regulations (29 CFR 522.30 to 522.35, as amended March 1, 1956, 21 F. R. 581).

Carolina Bloomer Co., 209 East Main Street, Elkin, N. C.; effective 8-20-56 to 2-28-57; 5 learners for normal labor turnover purposes (women's, misses, and children's panties) (replacement certificate).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.12, as amended February 28, 1955, 20 F. R. 645).

The following learner certificates were issued to the companies listed below manufacturing miscellaneous products. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed are as indicated:

Art Cut Glass Shop, 231 North Roosevelt Avenue, Salem, Ohio; effective 8-20-56 to 2-19-57; not less than 85 cents per hour for the first 240 hours and 90 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupation of glass cutter; authorizing the employment of 1 learner for normal labor turnover purposes (engraved glassware).

C & C Clothing Co., Inc., 1234 Carpenter Street, Philadelphia, Pa.; effective 8-20-56 to 2-19-57; not less than 85 cents per hour for a maximum of 160 hours, for the occupations of sewing machine operators, hand sewers and finishing operations involving hand sewing; authorizing the employment of 5 percent of factory production workers for normal labor turnover purposes (men's wool serge coats, U. S. Army).

Lambert Manufacturing Co., Plant No. 4, Headwear Division, Gallatin, Mo.; effective 8-20-56 to 2-19-57; not less than 85 cents per hour for a maximum of 240 hours, for the occupation of sewing machine operators; authorizing the employment of 5 learners for normal labor turnover purposes (work, sport and dress caps).

Milford Stitching Co., Inc., South Marshall Street, Milford, Del.; effective 8-17-56 to 2-16-57; not less than 85 cents per hour for a maximum of 320 hours, for the occupation of sewing machine operators; authorizing the employment of 10 learners for normal labor turnover purposes (mattress and pillow covers, bedspreads and drapes).

Each certificate has been issued upon the employer's representation that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be cancelled in the manner provided in the regulations and as indicated in the certificates. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of Part 522.

Signed at Washington, D. C., this 21st day of August 1956.

VERL E. ROBERTS,
Authorized Representative
of the Administrator.

[F. R. Doc. 56-6932; Filed, Aug. 28, 1956; 8:47 a. m.]